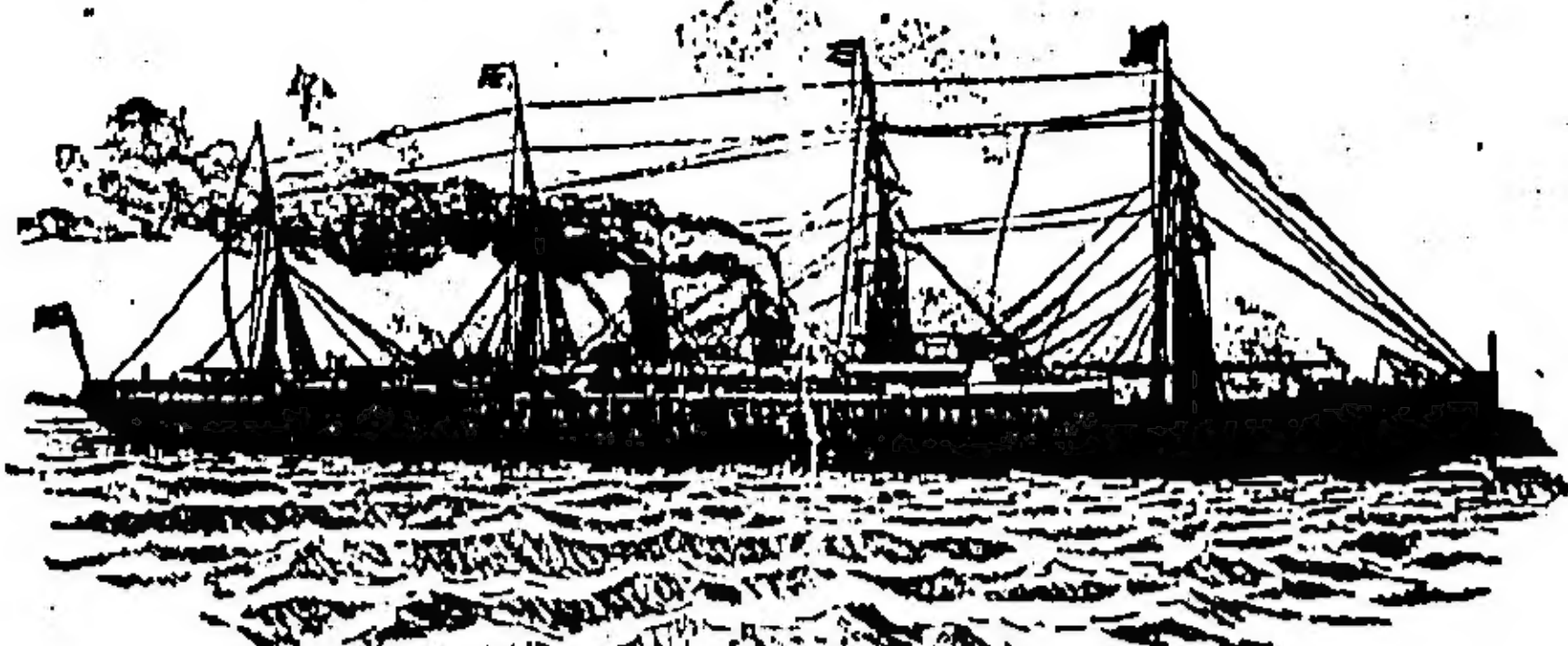


Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO., TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"MONGOLIA"	.....	Gross Tons	THURSDAY, 16th June, at Noon.
"CHINA"	.....	5,060	" TUESDAY, 28th June, at Noon.
"DORIC"	.....	4,784	" SATURDAY, 9th July, at Noon.
"SIBERIA"	.....	11,284	" THURSDAY, 21st July, at Noon.
"COPTIC"	.....	4,352	" TUESDAY, 2nd August, at Noon.
"KOREA"	.....	11,276	" SATURDAY, 13th August, at Noon.
"GAELIC"	.....	4,205	"

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE P. M. Company's Steamship "MONGOLIA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 16th June, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

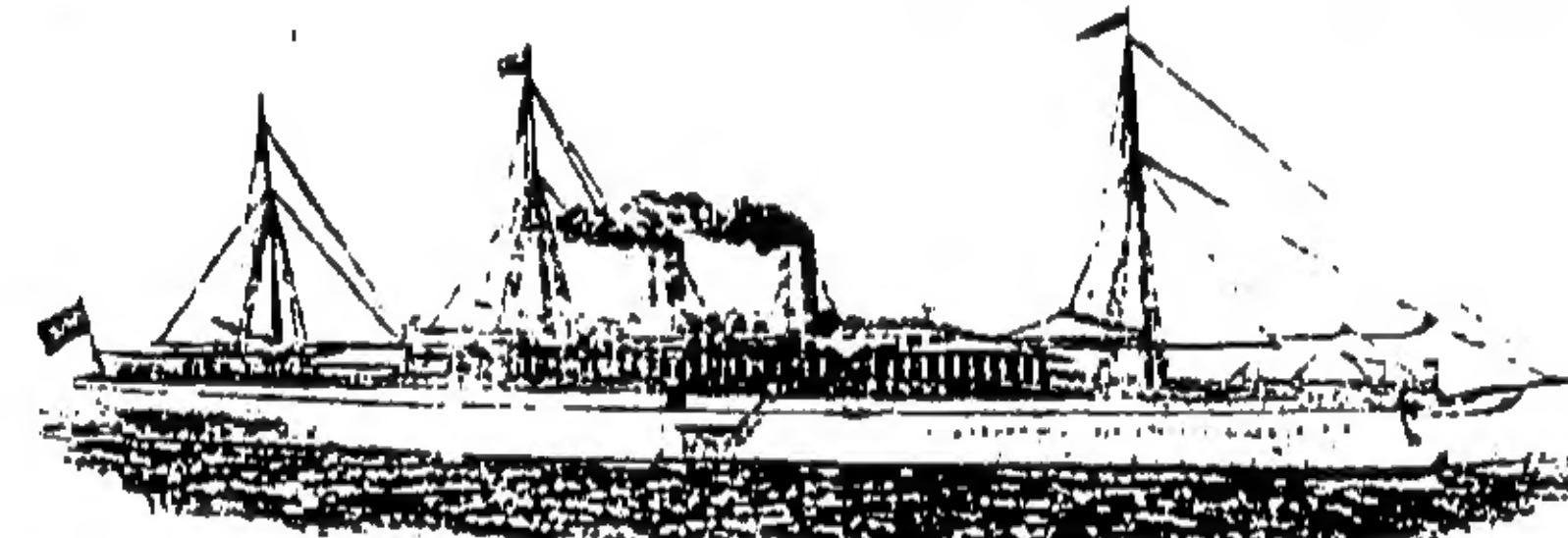
The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-door throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific. Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 4th June, 1904.

E. W. TILDEN, Agent.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.) SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF INDIA"	.....	6,000 Tons	WEDNESDAY, 22nd June.
"EMPRESS OF JAPAN"	.....	6,000	WEDNESDAY, 13th July.
"ATHENIAN"	.....	2,440	WEDNESDAY, 20th July.
"EMPRESS OF CHINA"	.....	6,000	WEDNESDAY, 3rd August.
"TARTAR"	.....	4,425	WEDNESDAY, 10th August.
"EMPRESS OF INDIA"	.....	6,000	WEDNESDAY, 24th August.

Hongkong to London, 1st Class, via St. Lawrence £60. Via New York £62.

Hongkong to London, Intermediate on Steamers, and 1st Class Rail £40.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

Hongkong, 1st June, 1904.

D. W. CRADDOCK, Acting General Agent, 9, Pedder's Street.

HAMBURG-AMERIKA LINIE. OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, ORIENT, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SEGOVIA	HAVRE, BREMEN AND HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	14th June. Freight.
BATAVIA	HAMBURG (DIRECT).	28th June. Freight.
NURNBERG	HAVRE AND HAMBURG. (Calling at SINGAPORE AND PENANG).	6th July. Freight.
C. FERD LAEISZ	HAVRE AND HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	26th July. Freight.
BADENIA	HAVRE AND HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	10th August. Freight.
BAMBERG	HAVRE AND HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	25th August. Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Buildings.

Hongkong, 7th June, 1904

TSU FAN DENTIST.

PRICE MODERATE—CONSULTATION FREE. Next to the Hongkong Dispensary, 55, Queen's Road, Central. Hongkong, 5th January, 1904.

THE AMERICAN SYSTEM OF DENTISTRY.

M. H. CHAUN, D.D.S., 37, DES VOEUX ROAD CENTRAL, HONGKONG. From the University of Pennsylvania, U.S.A. Hongkong, 4th June, 1904.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	.....	2,363 tons	Captain R. D. Thomas.
"POWAN"	.....	2,138	G. F. Morrison, R.N.R.
"FATHAN"	.....	2,160	W. A. Valentine.
"HANKOW"	.....	3,073	B. Branch.
"KINSHAW"	.....	2,860	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and 9 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5:30 P.M. (Sunday excepted). These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN" 1,998 tons, Captain H. D. Jones.

Departures from Hongkong to Macao on week days at about 2 P.M.

During the summer months the time of leaving fluctuates to suit the tide at Macao. For further particulars see special time table.

Departures on Sundays at NOON.

Departures from Macao to Hongkong daily at 7:30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN" 2,19 tons, Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7:30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7:30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 1,88 tons, Captain J. Willox.

"NANNING" 1,69 tons, C. Buchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD., 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE, Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 12th May, 1904.

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JAVA-CHINA-JAPAN LIJN.

REGULAR FOUR-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
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TJIPANAS	JAVA PORTS AND MACASSAR	First half of June	JAPAN VIA SHANGHAI	First half of June
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TJIMAH	JAPAN	Second half of June	JAVA VIA SINGAPORE	Second half of June
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TJILATJAP	—	—	—	—
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The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY OF THE JAVA-CHINA-JAPAN LIJN.

Telephone No. 375, ALEXANDRA BUILDINGS, 3rd Floor.

Hongkong, 8th June, 1904.

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Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft.; bottom 45.8 ft. Water on blocks, 28.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 508; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[595]

Hotels.

OCCIDENTAL HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS

TO ORDER IN

EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 19th May, 1904.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR

AND

BILLIARD ROOMS.

Hot and Cold Water throughout

Electrically Lighted.

Electric Passenger Elevator to each Floor.

Table D'Hotel at Separate Tables.

For Terms, &c., apply to the

MANAGER.

Hongkong, 23rd October, 1902.

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A. S. WATSON & Co.,
LIMITED.

NOTICE OF REMOVAL.

THE BUSINESS of the HONGKONG DISPENSARY is now being carried on in ALEXANDRA BUILDINGS, DES VŒUX ROAD.

The HOURS of BUSINESS of the HONGKONG DISPENSARY in its new premises are as follows:—

WEEK DAYS... 8.30 A.M. to 6 P.M.

SATURDAY... 8.30 A.M. to 2 P.M.

SUNDAY... 10 A.M. to 1 P.M.

An Assistant will be on duty at all times to dispense prescriptions.

A. S. WATSON & Co.,
LIMITED.

ESTABLISHED 1841.

Hongkong, 31st May, 1904.

TELEPHONE NO. 136.
CABLE ADDRESS: "ACHEE," HONGKONG.
A. B. C. CODE, 4TH EDITION.
ESTABLISHED 1859.

A CHEE & CO.,
祥利廣
17, QUEEN'S ROAD.
FURNITURE
DEALERS.

DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.
ELECTRO-PLATED,
GLASS, and
CHINA WARES.
PASTEUR'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES.
COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

**PHOTOGRAPHIC
DEPARTMENT.**
DEVELOPING and PRINTING
UNDERTAKEN for AMATEURS.
GOOD WORK.
PROMPT RETURN.

Hongkong, 8th January, 1904.

E. C. WILKS & Co.,
MARINE SURVEYORS,
CONSULTING ENGINEERS AND
NAVAL ARCHITECTS.

COLLISIONS and Damages Surveyed.
Salvage Work undertaken.
Ship Designs and Specifications prepared.
Agents for the Construction and Sale of Steam and Motor Launches.
Contract for New Tonnage on reasonable terms with First-class Builders.
A large stock of Canadian Asbestos and Asbestos goods kept.
Agents for Messrs. Allen & Sons Electrical Plant and Genial Pump.
Telegrams Address: "MAINWORK," Telephone No. 358.
Hongkong, 3rd May, 1904.

NOTICE

All communications intended for publication in the "HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.

WEEKLY—\$13 per annum.

The rates per quarter and per month, proportionally. The daily issue is delivered free when the address is accessible to messenger. (In copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies Daily, ten cents; Weekly, twenty-five cents.

BIRTHS.

On the 31st May, at 2, Sungking Road, Shanghai, the wife of H. DE GRAY, of a daughter.

On the 1st June, at 90, Bubbling Well Road, Shanghai, the wife of W. NORTH SYMONDS, of a daughter.

MARRIAGES.

On the 5th May, at St. Andrew's Church, Stoke-in-Teignhead, Devon, by the Rev. E. Stevenson, NATHANIEL JOSEPH EDE, of Oakhurst, Netley Abbey, and lately of Hongkong, to LAURA ANNIE, elder daughter of the late John Penwarne Ede, of Kersal Manchester.

On the 1st June, at the Church of Our Saviour, Shanghai, by the Rev. Fleming James, JOHN DE WITT, eldest son of the late D. C. Jansen, of Shanghai, to MARIE ISABEL AUGUSTA, eldest daughter of the late H. J. Limby, of Shanghai.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, JUNE 8, 1904.

THE HONGKONG DOCKS.

Ever and anon the Hongkong and Whampoa Dock Co. is made the subject of prominent notice by the Hongkong public and especially so of the sections concerned with the shipping of the port and the local Stock Exchange. Two years ago for quite a long time the columns of the local Press were occupied in its editorial as well as "correspondence" columns with a heated controversy over the subject of the construction of a new and larger dock in addition to the present extensive establishments of the Company at Kowloon, Shamshui-po and Aberdeen. The force of the combined agitation on the part of a strong body of shareholders made itself felt when, by an overwhelming majority, after warm debate, the scheme propounded by some of the Board of Directors fell to the ground. It will be within the recollection of our readers that, while it was admitted that, on the ground of expediency, a larger dock might be found useful, as a necessity it was already prospectively provided for in the very extensive and costly works now in progress at Quarry Bay. Discussing the embryonic project of the Dock Directors as a commercial venture, it was conclusively established by the opponents of the scheme that, if carried out, the plan would spell disaster to an otherwise most prosperous concern, and would also bring in its train widespread financial embarrassment to a large number of individual and corporate interests that were bound up in this most thriving and consolidated industrial establishment of the Colony. The new Board that entered office after that which was responsible for the formulation of the Utopian scheme fell in with the views of the general body of shareholders, and to their credit be it said that they have relegated, for the time being, to the sphere of impractical politics the idea that met with such strong opposition. At one time an alternative compromise suggested itself in the lengthening of the No. 1 Dock. This, too, was capable of a satisfactory solution when, at the last meeting of shareholders in March, Sir Paul Chater announced from the chair that "the question of lengthening the No. 1 Dock, to which I referred on the last occasion we met, has been found unnecessary owing to the fact, since discovered, that the propeller shafts of the *Siberia* and *Korea* can be drawn in-board, and those vessels consequently be accommodated." Of the merchant vessels these are the largest that have visited our port. The *Mongolia*, of the same Company, which is expected here, in the course of the next few days, on her maiden trip to the East, is perhaps the only vessel afloat that cannot be taken into the No. 1 Dock, because of her greater length, viz., 616 feet. It is not at all likely that there will be many *Mongolias* built. It is less probable that many will come our way. It has been practically demonstrated that vessels of inordinate size are not adapted to the Far Eastern trade, and a return to the ordinary dimensions has already commenced with some of the leading firms of shipowners. In spite of the circumstances which point to the inadvisability of launching into further enterprise in this direction, at any rate for a long time to come, ingenious news-mongers have, within the week, let loose the life of a new dock to be undertaken by the Hongkong and Whampoa Dock Co. Consider-

able assiduity has been employed to obtain wide currency for the rumour, but fortunately there is absolutely no truth in the report, which may be described in the words of Sir James Mackintosh as "the frivolous work of polished idleness." We were at some pains to discover whether any weight could be attached to the story; but after inquiry in responsible quarters can state that "there is positively no foundation to the report." We have learnt, besides, that the amount of work handled by the Company during the current half-year is abnormally great, and accumulated returns from profitable work greatly exceed the average shown in past half-yearly balance sheets.

THE MACAO INCIDENT.

So great have been the insidious efforts to belittle the report of our Macao correspondent on the Chinese gunboats incident, that we offer no apology in reverting to the subject in the light of subsequent telegrams that have come to hand through the columns of our Shanghai contemporary, the *Echo de Chine*. Cabling to the journal on the 31st ultimo, or a week after our report first appeared in these columns on the 25th May, the Canton correspondent of the French paper stated:—"On the arrival of the Chinese vessels at Macao, the Governor ordered the discussion into the extradition of the Mandarin Poi to be suspended. It was announced to Canton and Peking that negotiations would not be resumed as long as there was a single Chinese man-of-war in the roads. At Peking the Viceroy was disavowed, and the Waiwupu ordered the immediate withdrawal of the ships. The Canton Viceroy answered by saying that the ships were not armed, and that he had employed them to convey the mandarin who had to appear as witnesses against Poi. The Chinese ships have left Macao. The whole affair was an act of folly due to the immaturity of the Viceroy Ts'en Chun-hsien." This message is instructive after the prompt formal denial which was given to publicity locally. The contradiction was not given much importance to by our correspondent, whose report is amply corroborated from Canton. Commenting on this little affair it is interesting to follow the views expressed in Shanghai in connection with the incident now happily terminated. In an editorial on the 31st May, the *China Gazette* remarks that the new-born attitude of mandarins towards their European neighbours deserves very careful attention. With the merits of the case against the absconding Chinese official it is not concerned. He may or may not be guilty of all the crimes the Viceroy Ts'en accuses him of, but, according to the correct ideas of procedure, the man should not be delivered up until the proper steps for his extradition have been taken and legal colour given to the demand for his surrender by the proof of a *prima facie* case against him by his accusers. "It will be remembered," continues our esteemed contemporary, "that a few years ago we had a somewhat similar case in which [Macao] was also the haven of refuge for a Chinese official whom the Imperial Chinese Government and the Kwangtung provincial authorities represented as a criminal deserving of immediate decapitation. That was the case of Kien Lien-shan, the manager of the Chinese Telegraph Office in Shanghai, whose name was affixed to the famous memorial, which in 1900 called upon the Emperor Kwang-su to take over the reins of government from the Empress Dowager and relegate that most dangerous woman to her proper place in the political background. How much Kien Lien-shan really believed in the sentiments of the petition, which bore his signature amongst others, and how far his seal was affixed to it voluntarily and wittingly by himself or as the result of a trick by a subordinate who wanted to step into his shoes and therefore desired to first get Kien out of the way, we will never know; but anyway though the Imperial Government at one time wanted his head very badly, and resorted to all sorts of devices to get the inoffensive old man into its unholy and murderous clutches, it never succeeded and he was allowed to die in peace quite recently. The memory of the *Sufao* case is too fresh in our readers' minds to need recapitulation in order to show how far in the present case we in Shanghai can sympathise with Macao in its efforts to defeat the attempts of the mandarins to outrage the sacredness of territory where the ethics of Western civilisation prevail."

LOCAL AND GENERAL.

THREE plague cases were notified since noon of yesterday.

THE final performance for the season, of the Shanghai A.D.C., will be the ever green and ever welcome *Pygmalion* and *Galatea*.

OWING to the vigorous protest of the Chinese Government the Russians have released the Magistrate of Haeschen, who was taken by them in Harbin for refusing to assist them in obtaining provisions for upholding the neutrality of his country.

THE C. M. str. *Anping* from Chefoo, 1st inst., report that the Press Correspondents' steamers *Haiman* and *Fozuan* were both in Chefoo harbour on the 1st instant.

SEVENTY-SIX thousand eight hundred rats were caught and destroyed in the London docks and on the vessels which used them during 1903. This return is not regarded as satisfactory by the medical officer of health for the Port of London.

THERE is to be a great boom in rolling-stock in the Royal Railway Department at Bangkok. A total of 187 vehicles—viz., 48 passenger carriages, 11 guards and luggage vans, and 128 goods wagons—are to be added to the rolling-stock on the lines in Siam.

JOHANNESBURG publicans have discovered a way of evading the ordinance passed by the Transvaal Legislative Council prohibiting the employment of barmaids. The ordinance exempted lady partners, and the consequence is that publicans are now taking lady partners into their establishments, and presenting them with the one-sixteenth share in their businesses which the law requires them to have.

COL. von Dresky, formerly the Kaiser's instructor in gymnastics, who was invited to accompany his Majesty during the recent trip in the Mediterranean, relates that the Kaiser was a teetotaler during the whole voyage. He drank only apple juice and mineral waters, except on two occasions, viz., at the dinner with the King of Spain at Vigo, and at the reception at Naples, when he felt compelled to drink a glass of champagne.

It will be interesting to the collectors of picture post-cards to learn that the French Government is negotiating with a view to the acceptance for international use of the new type of card which permits the sender to write something more than the address in a space provided for the purpose on the face. Twelve countries have acceded to the proposition: Russia, Italy, Switzerland, Portugal, Luxembourg, Bulgaria, Roumania, Montenegro, Siam, Canada, Mexico, and Costa Rica. With other States negotiations are pending.

THE Consul-General for Russia at Shanghai has lodged a complaint with the Taotai protesting against the shipment by the Japanese shipping companies of beans, vegetables, and other provisions to Japan, claiming such shipment to be a breach of China's neutrality. Yuan Taotai has refused to entertain the protest, holding that these articles are not included in the list of contraband and are not shipped to the seat of war. China reserves the right to transact business with either of the belligerents, if the neutrality provision is not broken.

THE China Association held a special meeting on 2nd inst., for the purpose of considering the future policy of the Association, and to decide on the question of the proposed amalgamation with the China League. After considerable discussion, the resolution passed in January last was confirmed, to the effect that the Association amalgamates with the China League if the committee considers the step advisable, but in any case the objects of the Association should be more actively propagated in future, and that steps should be taken to educate public opinion in accordance with the views of the Association.

AFTER considerable negotiations, the Japanese authorities have approved of six foreigners and six Japanese going to the front as Christian chaplains to the forces. It is understood that this is chiefly owing to the good offices of the British Minister, H. E. Sir Claude Macdonald, who was approached by the Central Committee of the Japan Evangelical Alliance and asked to intercede with the authorities for permission. The expenses of the foreign chaplains will be met by the missionary societies represented in Japan, but a special fund is being raised for the maintenance of the Japanese selected for the work.

THE late Marquis of Salisbury is to have a national monument. This was in effect the reply which the Prime Minister gave to the question put by Sir Michael Hicks Beach. As Mr. Balfour explained, he was naturally reluctant for personal reasons to take the lead in the matter, but as the question had been put to him by a member of the standing and authority of the member for West Bristol, he thought it would only be proper to pay this mark of respect to the memory of Lord Salisbury. He added that Lord Salisbury had occupied the post of Prime Minister for a longer period than any other statesman since the time of the first Reform Bill, in 1832.

THE following telegraphic information, dated 1st inst., has been received from the Sumatra Director and Manager of the Maatschappij tot Mijn-Bosch en Landbouwexploitatie in Langkat, Ld.:—

Daily aggregate output of Crude Petroleum Gallons 72,000
Crude Petroleum in Tanks at date " 190,000
Kerosene made since the date of the preceding half-monthly telegram Cases 72,000
Kerosene shipped since the date of the preceding half-monthly telegram " 65,000
Kerosene in stock at Refinery at date " 84,000

PROFESSOR J. W. Jenks, special U.S. Monetary Commissioner to China, left Shanghai on 3rd inst. for Tientsin, en route to Peking.

ALL hope of saving the Chinese cruiser *Hailley* is practically abandoned. Attempts have been made to pump out some of her compartments, but the ground gained at low tide has been lost again with the rise of the water, and no permanent advance has been made.

EVER since the Boxer trouble of 1900 the interests of the Canton branch of the Chinese Engineering and Mining Co. have been greatly injured. Last year the pay of all the employees was stopped, and now instructions have been received from the head office to abolish this branch altogether.—*Sin Wan Pao*.

NEWCHWANG is doing a rushing business in outgoing cargo these days, less than six steamers arriving at Chefoo from that port on Saturday. These vessels brought down three of the pilots whose business is to take vessels out of the river and over the bar at Newchwang. The men were unable to get back to town on account of the wrecking of the pilot boat *Kweilay*, which, in the absence of the steam launch usually running, should have carried in, and were therefore compelled to come on to Chefoo. Two pilots were fortunate in getting aboard the *Chefoo*, which was entering Newchwang as they came out.—*Shanghai Times*.

MR. Soper, who has mysteriously disappeared on his voyage from Dalny to Weihaiwei, was a St. Petersburg Englishman who came out to Dalny some time ago in connection with a couple of Symondson's dredgers. He spoke Russian perfectly, and entered into the employ of the Russian Government remaining faithful to his employers to the last. He had notified a friend in Shanghai, through a Russian acquaintance who left Dalny in a junk, that he intended to leave for Chefoo in his 24-rater as soon as he had blocked the dock and destroyed the machine-shop. He was very well known to, and very popular with, all the Dalny folk of whatever nationality, and his disappearance is deeply regretted.—*N. C. D. News*.

PROFESSOR J. W. Jenks, the Chief of the U.S. Commission on International Exchange, gave a dinner of 19 covers at the U.S. Consulate-General, Shanghai, on 11th ult. previous to his return to Peking to continue his consultations with the authorities there. Mr. Jenks had H. E. Li Haiwan, Treaty Commissioner, on his right, Mr. Goodnow being in the Vice-chair with H. E. Sheng Kung-pao on his right, Mr. Chu Yu-chi and other leading Chinese being among the guests, as well as several prominent American and English residents. Only two toasts were drunk, Mr. Jenks proposing the health of T. E. Li and Sheng, Mr. Li replying by proposing the health of Mr. Jenks. It was a very pleasant gathering, with an exchanging of ideas between the West and the East to their mutual advantage.

THE report of the Nippon Yusen Kaisha for the half year ended March 31st, shows that the Gross Profit of the Company amounted to Yen 2,882,169, out of which there has been paid for Depreciation, Insurance Fund and Ship's Structural Repair Fund Yen 1,412,931, leaving a balance of Yen 2,471,177, including Yen 1,001,939 brought forward from the last account. The Directors now propose that Yen 73,461 be added to the Reserve Fund, raising it to Yen 1,987,515; and that Yen 71,358 be allowed as Directors' and Auditors' fees. From the remainder the Directors recommend a Dividend at the rate of Ten per cent., together with Two per cent. as Special Dividend thus making Twelve per cent. per annum, which will absorb Yen 1,370,000. The balance, Yen 1,006,357, will be carried forward to the next account.

COLLISION CASE.

VERDICT FOR PLAINTIFF.

At the Supreme Court this morning, the Chief Justice delivered judgment in the action brought by the Tak Hing Firm against Lo Cheuk and Chau Shan to recover the sum of \$5,000 as damages alleged to have been caused by a collision between the steam launches *Cheong Lu* and *Kwong Loi*, whereby the plaintiffs' cargo-boat No. 381 was sunk on October 21st, 1903.

In the course of his remarks, he said it seemed to him to be a very clear case. It was quite clear that the *Cheong Lee* kept on her course, barring, of course, any little deviation caused by junks, cargo-boats, etc., as it was obvious that in a crowded harbour these would be necessary, until immediately before the collision occurred, when she starboarded her helm to come round to avoid as far as possible, the full effect of the collision. There was nothing to prevent the *Kwong Loi* from porting her helm and going under the stern of the *Cheong Lee*, and it seemed to him that the whole occurrence was clearly accounted for by the *Kwong Loi* neglecting to do this. The cause of the collision was quite clear and plain. The *Kwong Loi*, with the cargo boat lashed to her, was too intent on running ahead of the *Stanley* to bother herself to take proper precautions to avoid the other boat. She caused the collision and she was to blame. A verdict for the plaintiff was delivered, with a rider attached to the effect that the *Cheong Lee* was not to blame, but that the *Kwong Loi* was liable for damages to the plaintiffs. The cost of the action to the plaintiffs and to the other side to be borne by the *Kwong Loi*. The question of the amount of the damages was referred to the Registrar.

Mr. Sharp applied for leave to apply to the Court for his costs in the event of the other side refusing to pay them, and this was granted.

SAVAGE ASSAULT.

ON HONGKONG RESIDENT.

We learn from the *S. F. Press* of the 1st inst., that Mr. F. J. Sieben, a resident in former years of Borneo, who recently returned to Sandakan with a view to reopening the Hemp Estate on the Suan Lambah River formerly worked by the Dawson Syndicate, was attacked by a Chinese servant on the night of the 20th ult., and very badly cut about the head, arms, and body. The weapon used was a small meat chopper, and the number of wounds is stated variously as being from ten to twenty-five. In any case it is known that Mr. Sieben is in a very serious condition, which may possibly end fatally.

Until quite recently Mr. Sieben was residing in Hongkong, and was connected with the Club Eintracht. Mr. Sieben is well known in the Colony, and his many friends will learn with regret of the brutal assault. It is sincerely hoped that he will recover from the cowardly attack.

ALICE MEMORIAL MATERNITY HOSPITAL.

As reported in our issue last evening Mrs. May formally opened the new Alice Memorial Maternity Hospital at the rear of the Netherlands Hospital. Among those present were H.E. the Officer Administering the Government, Capt. M. K. Hodgson, Dr. R. Maclean Gibson, superintendent; Dr. Sibree, lady doctor in charge of the Maternity Hospital; Hon. Dr. Ho Kai, C.M.G.; the Rev. Bishop J. C. Hoare and Mrs. Hoare; Lady Goodman; Hon. A. W. Brewin, Registrar-General, and Mrs. Brewin; Hon. Dr. J. M. Atkinson, Principal Civil Medical Officer, and Mrs. Atkinson; Rev. T. W. Pearce, London Missionary Society; Mr. J. Dyer Ball; Mr. A. Rumbach, Rev. J. H. France, Seamen's Mission; Rev. H. R. Wells, London Missionary Society; Rev. E. J. Barnett, Church Missionary Society; Mr. Geo. Piercy, Jun., Diocesan School; Messrs. Fung Wa Chun, Chau Siu Ki, Chiu Yu Tin, Ma Fat Ting, Wei On, Un Lai Chun, Chau Cheuk Fan, Li Pak, Wai Tsin Kai, Dr. Wan Man Kai, Messrs. Kwon Fong Kuk, Au Fung Chi, Wong Chin Lau, Chin Chow San, Chau Piu Kai, Lo Cheuk Wan, A. Hoi Chon, and Pan Man Hing.

Dr. Ho Kai having presented Mrs. May with a bouquet of flowers in a silver holder, the Rev. T. W. Pearce addressed the assembly, as fully reported by us last evening.

The Rev. J. H. France then offered prayer, and Dr. Maclean Gibson asked Mrs. May to open the institution. This she proceeded to do with a silver key handed to her by Dr. Sibree. On it was engraved: "Presented to Mrs. F. H. May at the opening of the Alice Memorial Maternity Hospital, Hongkong, 7th June, 1904." Having opened the door Mrs. May expressed the pleasure it gave her to perform the ceremony, and said she thought the institution was a most admirable one and would confer a great benefit upon the Chinese community, and exercise a powerful influence in the spread of greater and more enlightened methods of midwifery.

The company then inspected the building and proceedings terminated.

SIR HENRY BLAKE AND SIR WALTER RALEIGH.

Myrtle Lodge, the residence of Sir Walter Raleigh during his stay at Youghal, is in a perfect state of preservation, and abounds with treasured relics of Walter Raleigh's time, including some charters and patents signed by Queen Elizabeth conferring upon him lands in the neighbourhood of the town. The Americans in large numbers take pilgrimages to Youghal to visit Raleigh's house, which it was at one time seriously proposed to transfer, carefully numbering every stone across the Atlantic. Myrtle Lodge was owned formerly by the late Sir John Pope Hennessy, M.P., K.C.M.G. It has now been purchased by another Colonial Governor, Sir Henry Blake, K.C.M.G.—*Westminster Gazette*.

MEN of the British fleet are going to have a grand time at Shanghai on the 11th instant. According to the local *Times* it "shapes like being the biggest entertainment Shanghai has ever given to its visitors."

SHIPPING AND MAILS.

MAILS DUE.

American (*America Maru*) 9th inst.
American (*Mongolia*) 11th inst.
Australian (*Chinglu*) 11th inst.
Indian (*Catherine Apcar*) 14th inst.
Canadian (*Empress of India*) 14th inst.
Indian (*Namsang*) 21st inst.
Canadian (*Athenian*) 28th inst.

The s.s. *Sagam* left New York on 2nd inst.
The *Apcar* Co.'s s.s. *Catherine Apcar* from Calcutta left Singapore for this port this morning.

The C. P. R. Co.'s s.s. *Athenian* left Vancouver p.m. on 6th inst.; for Hongkong via the usual Port of Call.

The I. C. S. N. Co.'s s.s. *Namsang* left Calcutta for this port via the Straits on 5th inst., and may be expected here on 22nd inst.

The F. M. S. S. Co.'s s.s. *Gaulle* with mails, &c., left Shanghai for San Francisco via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu, this morning.

The C. P. R. Co.'s s.s. *Empress of India* arrived at Yokohama at 10 a.m. on 7th inst., and left again at 4 p.m. same day, for Kobe where she is due to arrive at 4 p.m. on 8th inst.

TELEGRAMS.

(Reuters.)

The War.

LONDON, 6th June.

The anxiety in St. Petersburg regarding the situation on the Manchurian frontier is increasing. Owing to the restlessness of the Chinese troops it is feared that General Ma will lose control over the forces under his command.

LATER.

All correspondents at St. Petersburg unite in affirming that General Kuropatkin has ordered a Southward movement to relieve Port Arthur. Some critics suggest that this unanimity is intentional, and intended to conceal a general retreat Northward, which a strong rear guard is demonstratively covering.

Reported Cession of the Philippines to Japan.

The report current in St. Petersburg pointing to the eventual cession of the Philippines to Japan is emphatically contradicted in Washington.

King Edward's Visit to Kiel.

In view of the efforts of the German press to represent the King's visit to Kiel as a political move of Great Britain; who being anxious to secure the friendship of Germany on the Bismarckian principle of re-insurances; the *Times* emphatically declares that the King's visit is dictated solely by considerations of international courtesy and family relationship, and that there is no political motive. It is believed that the *Times* in this declaration reflects the official view of the visit.

PROPOSED PEOPLE'S LOAN IN CANTON.

A Canton letter states that, owing to the emptiness of the provincial exchequer of Kwangtung, a number of innovations which Viceroy Tsen is anxious to start in Canton, principally for the benefit of the inhabitants of that city themselves, cannot be started. His Excellency is therefore considering the floating of a People's Loan Fund in Canton at the rate of 8 1/10 per cent per annum, the bonds to be for Tls. 100 each. The loan is for ten years guaranteed by the revenues obtained by the provincial Government from the Fantan, Weising and other lotteries and gambling institutions licensed by the State in Kwangtung province. To further gain the confidence of investors the Commissioner of Customs at Canton will be asked to manage the flotation of the loan, and the funds obtained therefrom will be only used for the organisation of a proper city militia and military police; the purchase of modern arms; the construction and repairing of a local railway; the establishment of water-works; and other innovations for the benefit of the people of Canton and the vicinity.—*M. C. D. News.*

SEVERAL VESSELS ON FIRE.

AN EXTRAORDINARY OCCURRENCE.

The *Morven, Cairlock, Labuan, Zilla, King Robert, Vermont, Woodbridge, and Nordpol* that recently arrived at Bombay from Calcutta all came into port on fire.

In fact they arrived in so dangerous a condition that each had to be moored clear of the shipping.

While endeavouring to play the hose on the fire on the s.s. *Woodbridge*, the coal piled up in the hold collapsed, and one of the crew, a European, was so badly scalded that he had to be removed to hospital where he died on the following day.

The Port Trust fire service, says the *Advocate of India* of May 14th, are hard at work, especially since the arrival of the *Nordpol*, and it is to be hoped the fire will soon be got under.

STRAITS TRADING COMPANY.

The following is the report of the Directors to the members of the Straits Trading Company:

Your Directors now submit the accounts for the half-year ending 31st March, 1904, being the second half of the business year 1903-1904. After making full provision for losses and doubtful debts, the net profits amount to \$405,045.33, to which has to be added the balance, \$83,405.51, brought forward from last account, giving together a sum of \$488,550.84, for disposal on 31st March, 1904. Your Directors recommend:—1. That a dividend of \$1, and a bonus of 25 cents per share be paid to shareholders, absorbing \$312,500. 2. That \$50,000 be added to the Reserve Fund, which will then stand at \$700,000. 3. That \$30,000 be transferred to Bonus Account. 4. That the balance of \$95,950.84 be carried forward to a new account.

The local price of tin advanced with fluctuations from \$58 1/2 in October to \$88 in December, partly in consequence of a declining exchange, but principally in sympathy with a sterling advance, from £114 10s. to £134, caused by predictions—which have not been confirmed by export figures—of a falling off in quantity of shipments for the first few months of this year. January and February showed a steady decline in sterling prices with a partial recovery in March, while locally prices fluctuated between \$85 1/2 and \$74 1/2 per picul. The works both at Pulau Brani and Penang have been kept up to a high state of efficiency and are easily capable of dealing promptly and satisfactorily with a still larger business.

(Sd.) C. McARTHUR,
Managing Director.

RUSSO-JAPANESE WAR FUND.

(1) Providing additional comforts in Hospital treating all sick and wounded from the War.
(2) In aid of the families of Japanese killed in the War.

Mr. J. R. M. Smith, the Hon. Treasurer, begs to acknowledge with thanks the following subscriptions for either (or both) of the above objects, as indicated on the subscription lists.

Already acknowledged	\$30,271.86
H. W. General V. Hutton C.B.	100.
Carmichael and Clarke	100.
H. Jackson	25.
L. S. Lewis	10.
Total	\$30,506.86

TANJONG PAGAR DOCK CO.

DIRECTORS' REPLY TO MR. ANDERSON'S LETTER.

The following letter from the London Consulting Committee of the Tanjong Pagar Dock Co., in reply to Mr. John Anderson's recent attack, was received by the Singapore shareholders in the Company:—

12, Fenchurch Street,
London, 2nd May 1904.

To the shareholders in the Tanjong Pagar Dock Co., Ltd.

Ladies and Gentlemen,
Accompanying this is the usual copy of the Minutes of the last General Meeting of the Company. Therein you will notice are recorded certain motions by Mr. Anderson, who took occasion in proposing them to express himself in severe condemnation of pretty well everything the Company has done for a good many years past. In a curious attitude of detachment he constitutes himself high critic of his fellow-shareholders, and appears convinced that his is the only opinion on the affairs of the Company worthy of consideration. He is most unsparring with all who have at any time ventured to disagree with him, and particularly reproachful of those who, in the exercise of the duties of their position, have ever subjected him to any semblance of control.

He was very ably answered on the spot by Mr. Singer, and the Committee would have been quite content with that refutation on their behalf. But it is represented that the silence with which they would prefer to treat Mr. Anderson's exhibition of unfriendliness runs some risk of mis-interpretation, and that a disavowal however brief is expected by the shareholders. The trouble, however, is that his strictures are so vague and discursive as to render brevity almost an impossibility; while to follow him in detail *seriatim* would result in a communication too tediously long to leave a hope of perusal. The Committee, however, do not shrink the task and are quite willing to prepare such reply should any considerable body of the shareholders regard such of his accusations as are not presently referred to here of sufficient gravity to warrant it.

With regard to his criticism of such action as has been from time to time decided upon by the Company in General Meeting, his example:—

The Constitution of the Consulting Committee,

The Reconstruction of the Company, and
The Acquisition of the New Harbour Dock,

the Shareholders will possibly prefer to abide by their own judgment in adopting the views of their critic: more especially as Mr. Anderson's opinion of at least the last mentioned act of the Company was not always what it is to-day—for in acknowledging the telegram advising the completion of that transaction, he wrote:—

"The feeling unanimously held by the Members of the Board here is that the Committee is to be warmly congratulated upon having succeeded—on terms which, from this Company's view, are considered to be most satisfactory—in bringing into practicable form a scheme of union which has long been considerably desirable as to the natural consummation of the existing joint purse arrangement."

Nor were the negotiations conducted in the arbitrary manner he represents but, on the contrary, he had, from the Chairman of the Committee, the earliest possible foreboding of every step taken; while the negotiations, it may be added, were conducted in conjunction with Mr. Anderson's own senior partner then in London, who doubtless also fully advised him.

In several other instances Mr. Anderson has been equally unfortunate in his references. On the subject of the large Graving Dock, for example, he represents the Committee as haggling with him to reduce the estimate from \$2,000,000 to \$1,800,000, while the simple fact is that the Board's own figure was originally \$1,800,000. Later on, they had amended it to \$2,000,000, but were not so specific in advising the Committee of that as they might have been; with the result that, in telegraphing their sanction, the Committee inadvertently used the original figure. Immediately this was pointed out to them they sanctioned the larger figure.

Mr. Anderson is very censorious now over the appointment of a Managing Director with prospective inclusion by that official of the functions hitherto of Chairman. But his view of this was, not so long ago, very different, and he may even be said to have instigated the appointment; for, on 24th July, 1902, he wrote to the Committee:—

"I stated in London, as clearly as could be stated, my opinion that the day had passed away when the business of this Company was of such compass as enabled a Chairman, who had likewise matters and interests to attend to, to closely supervise and direct its management; and I pronouncedly said that, whatever name might be given to the office,

the time had come when the supervising of executive direction heretofore done by the Chairman, could not be held as in days gone by in the palm of a man's hand who has other business to attend to at same time."

Mr. Anderson makes one very serious accusation against the Committee, but—as is the case with others of less consequence—it is absolutely devoid of foundation. Mr. Anderson charges the Committee with obstructing the Board in their efforts to bring the Company up to a state of modern efficiency. Incredible as it may seem, the very reverse is the case. For over six years the Committee have been urging the Board to this end, and pressing them to allow no considerations of expense to stand in the way of its accomplishment. Even the letter of 6th July, 1899, which Mr. Anderson read to the meeting may be described as a belated echo of the Committee's own communications to the Board of more than a year before. Why there has been such regrettable delay in making progress has always been most perplexing to the Committee, but much is made clear by the revelation of antagonism then disclosed in Mr. Anderson's extraordinary speech.

The great difficulty the Committee have had to overcome has been to convince the Board that mere local knowledge and experience had become quite insufficient to enable them to bring the Company up to date. That, in short, to cope with the new demands of the vessels of this side of the world they must provide themselves with a qualified modern staff from this side of the world and, armed with that, the essential modernizing of the property would ensue as a natural sequence.

Supported, as they have lately been, with such a staff much has been done, and a quite recent outcome has been the completion, at last, by competent hands, of a comprehensive scheme for the gradual development, on modern lines, of the whole property of the Company. An incident in connection with this scheme has served Mr. Anderson as his pretext to deliver himself. He proposed to publish the scheme along with the last half-yearly report, and applied to the Committee, as responsible for sanctioning the contemplated expenditure, for their approval of this course. The Committee would only give that on certain conditions, and those conditions Mr. Anderson would not comply with. His implication that the withholding of a scheme of such enormous importance from the knowledge of the shareholders is other than briefly temporary, until it can be sufficiently considered, is, it is needless to say, quite unwarranted.

The scheme was very remotely connected with the half-yearly report and there was no urgency, therefore, for its simultaneous issue with that document. It is of a magnitude not only fully entitling it to treatment by itself, but calling for a very special expression of the Committee constituted for that purpose. The time left the Committee for its consideration was one week, and they did not find themselves competent to dispose of it in such haste. Above all, it seemed to the Committee imperative that its issue should be accompanied with some indication of how it was to be financed, and some reassurance to the shareholders that, if it were at all possible, the normal dividend would not be disturbed. Another consideration was, the advisability of first submitting the Company's scheme to the Engineers charged with the Government scheme of Harbour improvement in order to avoid any preventable clash of the two. In the end the Board courteously acquiesced in the representations of the Committee to delay publication, and the shareholders will now have the satisfaction of knowing, when publication does take place, that it is being done after the mature deliberation which the importance of the scheme demands.

So far as can be discriminated, Mr. Anderson's chief grievance is the Consulting Committee, and he hangers for its abolishment. But the circumstance which called that body into being—namely that the great bulk of the property are in this Country—exists in as marked a degree to-day as it did then, and, until that position has reversed itself, the Shareholders, however much they might wish to change its present personnel, would make a great mistake to dispense altogether with such a salutary control over their property. It is apparently an offence Mr. Anderson's eyes for a commercial company to be run mainly for the benefit of its shareholders and, as far as can be made out, he seems to consider it almost wrong that Shareholders, far more deeply interested in the enterprise than he is, should be solicitous about the steadiness of their returns from it. Mr. Anderson is vehement for sweeping changes, not only as regards the Committee but in the Board itself, and has no patience with anyone questioning his judgment as to what is best for his fellow-shareholders. His attitude, in fact, is only consistent with aspirations towards sole directorship, but the general body of the shareholders will probably take the view the Committee do, that any greater concentration in hands otherwise fully occupied is against the forward interests of the Company.

Circumstances as this Company is, it is perhaps too much to hope that internal dissensions will ever entirely disappear, but the Committee are hopeful that the reconstitution of the Board will tend to a restoration of former amicable relations between the two directing bodies, and thereby give the Company a chance for progressive work which it has not enjoyed for a considerable time back.

By order of the Committee.

I am, Ladies and Gentlemen,

Yours faithfully,

LEWIS FRASER,

Secretary of the London Consulting Committee.

It is stated that the proprietor and manager of the Tientsin branch of the Heng Bank which recently failed, have had to hand over all their private property to the China Merchants Company with whom they were heavily involved.

ADMIRAL ROZHDESTVENSKY ON THE NAVAL SITUATION.

WHAT THE RUSSIANS SHOULD HAVE DONE.

One of the most interesting contributions on the war which has hitherto appeared was published in the *Petit Parisien* on the 11th April, being an interview with St. Petersburg correspondent had with Admiral Rozhdestvensky, Chief of the Russian Naval Staff.

The Admiral said it was true that he had been offered and had accepted the command of the Baltic squadron, but it was less certain that he would ever take that squadron to the Far East. It was not yet decided that it should be dispatched thither. The possibility of its being sent to the Far East had certainly been taken into consideration. It had been resolved that the squadron should be ready by July 15th. Indeed, that was the express command of the Emperor. But even in official circles it had been too hastily concluded that the departure of the squadron for the Far East was a settled thing. That was not the case, for it was impossible to say what might happen between this and the month of July. Who could say that at that moment the squadron would not be required in the waters of the Baltic? Who could assure Russia that there would be no complications in Europe? Besides, according to the Admiral's personal opinion, in September the navy would have nothing more to do in the Far East. Admiral Rozhdestvensky went on to explain that at that time the Japanese would have transported to Korea more cannon, ammunition, and projectiles and provisions in sufficient quantity for a campaign of many months. They had docks to repair the damage done to their ships, and it would be puerile to attempt any longer to deny that they were admirably prepared from that point of view. In a word, they were formidable adversaries, against whom the Russians would have to exert themselves strenuously if they wished to succeed.

The Japanese, he added, did not hesitate to spend enormous sums for a result which, at first sight, seemed to be little commensurate with the effort made. Such a proceeding on their part proved that they felt certain of being able to renew their stock of ammunition, and that they had trustworthy friends who would furnish them with all they required. "We shall have a hard task to get the better of them."

In answer to a question as to his opinion respecting the naval tactics of the Japanese, Admiral Rozhdestvensky said that Admiral Togo had acted rightly in attacking Port Arthur and in maintaining his plan in spite of the fact that appearances were entirely against him. "He is sure to be able to get his ships repaired whenever he wishes, to obtain fresh supplies of ammunition—we have ascertained this from a trustworthy source—and in case of need he can speedily charge his heavy guns if they should be too much damaged. While he renders our fleet at Port Arthur immobile and forces it to remain on the defensive he is incurring his own crews to their work and accustoming officers and men to action, whereby they are being trained and hardened, while our sailors, unaccustomed to this constant activity in warlike manoeuvres, are irritated and disheartened."

In reply to the question what should now be done, the Admiral exclaimed with much animation:—"We are now doing what remains to be done, we are defending the honour of the flag. It is at a previous stage that another course ought to have been adopted. Attack should have been met by attack, they should have advanced against the enemy, fought to the death—you understand me—with guns, mitrailleuses, with fists, and even with their teeth. It should have been victory or death, but in any case it was indispensable to inflict upon the enemy such loss as to have rendered the landing of troops impossible. Sacrifice the fleet if need be, but, at the same time, deliver a fatal blow to the Japanese naval power. Disembarkation would thus have become impossible. You now understand why it was essential to take the offensive at any cost. Why was it not done? Why have they not made it impossible for Togo to renew his attempt? . . . The Japanese have lost nothing. The bridge of the ironclad *Asama* was destroyed and a turret was damaged, but this damage has now been repaired. We have ascertained this from a sure source."

ROYAL HONGKONG GOLF CLUB.

Following were the cards returned at the monthly meeting held at Happy Valley from the 4th to the 6th June, 1904:—

CAPTAIN'S CUP:

The Bishop of Victoria	88 - 12 = 76
Mr. J. Rodgers	90 - 12 = 78
Mr. T. S. Forrest	79 + 3 = 79
Mr. A. Boyd	97 - 18 = 79
Mr. J. Johnstone	85 - 5 = 80
Mr. W. D. Kraft	96 - 15 = 81
Dr. Drew, R.N.	93 - 10 = 82
Mr. W. W. G. Ross	95 - 13 = 82
Mr. T. C. Gray	97 - 14 = 83
Mr. C. A. Parker, R.N.	92 - 6 = 86
Mr. R. T. Sayle	101 - 15 = 86

38 entries.
POOL.

Mr. A. Boyd	93 - 18 = 75
Mr. J. Rodgers	90 - 12 = 78
Mr. T. S. Forrest	79 + 3 = 79
Mr. J. Johnstone	85 - 5 = 80
Mr. W. D. Kraft	96 - 15 = 81
Dr. Drew, R.N.	93 - 10 = 82
Mr. W. W. G. Ross	95 - 13 = 82
Mr. T. C. Gray	97 - 14 = 83
Mr. J. Stoddard	97 - 12 = 85
Mr. C. A. Parker, R.N.	92 - 6 = 86

34 entries.

COMMERCIAL.

Advices from Shanghai, dated 3rd inst., state:—Business reported:—Shanghai and Hongkong Wharfs at Tls. 150 for October. Indo-Chinas at Tls. 87 1/2 for July. Farnham, Boyds at Tls. 155 1/2 cash, Tls. 157 for June, Tls. 159 1/2 for September and Tls. 162 for October. Sumatras at Tls. 59 1/2. Maatschappij at Tls. 31 1/2 for June and Tls. 32 1/2 for September. Hall and Holtz at \$28. Ices at Tls. 24. Astors at \$34 cash and Tls. 35 1/2 for August. Electric and Asbestos at \$25 1/2.

Business done direct:—Shanghai and Hongkong Wharfs at Tls. 150 cash. Farnham, Boyds at Tls. 159 1/2 for July, Tls. 160 1/2 for August, and Tls. 161 for September.

SHANGHAI SHARE REPORT.

The following résumé of the week's share transactions is from Messrs. J. A. Sullivan and Co.'s report, published on the 2nd June.

The small settlement for May went through easily. For the new account there has been a large business done in Indos and Docks at advancing prices, and the demand is as yet unsatisfied. The success of the Japanese in the North has contributed largely to the confidence established in business generally, and we shall see higher rates in our markets. The demand rate on London is quoted to-day at 2 1/2; 15/16. From Hongkong telegraphic advices, 1 1/2; 7/8 for 3 day's paper. Consols 99 1/2; 15/16.

Wharves.—Notice is given by the Shanghai and Hongkong Wharf Co., that the register will close on 7th inst, and reopen on 14th inst, and all shareholders registered on 13th inst. will be entitled to such number of additional shares as will equal three-fifths of their holding. Payment of Tls. 100 for the new shares is called for on 30th September. Business has been done in shares at Tls. 153, Tls. 147 1/2, 146 1/2 and Tls. 145 for cash and for September at Tls. 150. Kowloons have weakened to \$110.

Shipping.—Indo-Chinas have materially improved since the announcement was made by the agents that 5 per cent. dividend for 1903 will be paid. Transactions for prompt were reported before this was known at Tls. 84.8 1/2, Tls. 84.8 1/2; 85, Tls. 85 1/2, 86, 86 1/2 and Tls. 86 1/2. For Hongkong, shares were purchased at \$117 1/2 and \$119, 119 1/2; and yesterday afternoon when telegrams were received from the South showing the full force of the advance at \$120 to \$122, or an equivalent of Tls. 88. For July sales have been made at Tls. 84.85, Tls. 85.86, 86, Tls. 86 1/2, Tls. 87, August at Tls. 87 and September at Tls. 86, Tls. 86.87, Tls. 87 1/2 and Tls. 88. The inquiry for shares still continues, Hongkong being our principal buyer. Tug and Lighters have been placed at Tls. 47.

Docks.—Cash Farnham Boyds have been sold at Tls. 150, Tls. 149, Tls. 150 and Tls. 151. For July sales have been published at Tls. 152, 154, 154 1/2, Tls. 153 1/2, Tls. 153 1/2, Tls. 154, 154 1/2, Tls. 154 1/2, 155, 156. For August Tls. 153 1/2 has been paid. September shares were placed at Tls. 154, 154 1/2, Tls. 155, Tls. 155 1/2, Tls. 155 1/2, 156 and are wanted to day at Tls. 157. Hongkong and Whampoa Docks are quoted \$215 buyers.

Land.—Shanghais have been purchased at Tls. 109. Hongkongs are quiet at last quotation. Humphreys are unchanged.

Sugars.—Peraks are in demand at Tls. 60. In China a considerable rise has to be noted, \$160 being established yesterday. To-day there are buyers at \$162.

Mining.—Raubs are in request at \$7.

Chinese Engineering and Mining shares were sold at Tls. 7 for bearer scrip.

Tobacco.—There is no change in Sumatras.

Langkats have remained steady all the week.

Sales have been made at Tls. 307 1/2, Tls. 310, Tls. 309, 307 1/2 and Tls. 310. For June Tls. 312 1/2 has been done. July at Tls. 315. September at Tls. 322 1/2.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T.	109 1/2
Do, demand	109 13 1/2
Do, 4 months' sight	110
France—Bank T.T.	228
America—Bank T.T.	44 1/2
Germany—Bank T.T.	185
India T.T.	135 1/2
Do, demand	136
Shanghai—Bank T.T.	7 1/2
Japan—Bank T.T.	89 1/2
Singapore—Bank T.T.	Nomin.
Java—Bank T.T.	108 1/2

Buying.

4 months' sight L/C.	110 1/2
6 months' sight L/C.	110 1/2
30 days' sight San Francisco & New York	44 1/2
4 months' sight do.	45 1/2
30 days' sight Sydney and Melbourne	110 1/2
4 months' sight France	232
6 months' sight do.	233 1/2
4 months' sight Germany	185 1/2
Bar Silver	25 1/2
Bank of England rate	3 1/2

To-day's Advertisements.

NOTICE.

COKE AND TAR.

THE HONGKONG AND CHINA GAS COMPANY beg to notify the public that Messrs. KUNG HING & CO., 474, Des Voeux Road West, are the SOLE AGENTS for the sale of the Company's COKE and TAR and that all Orders should be sent to the said Agents direct.

GEORGE CURRY,
Local Secretary.

Hongkong, 8th June, 1904. [701]

FOUND.

AT ST. JOSEPH'S COLLEGE, on the evening of the 15th ult, an OVERCOAT. Owner can have same on application to—

THE DIRECTOR,
St. Joseph's College,
Robinson Road.

Hongkong, 8th June, 1904.

Today's Advertisements.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
on
SATURDAY,
the 18th June, 1904, at 2.30 P.M., at their
Sales Rooms, No. 8, Des Voeux Road,
corner of Ice House Street,
A FINE COLLECTION
of
OLD AND RARE POSTAGE STAMPS,
Including—
TRIANGULAR CAPE, OLD CEYLON,
MULREADY COVERS, HAWAII, OLD
HONGKONG (including 96 Cents Yellow
Brown), MAKEING BEHICED, NEW
SOUTH WALES, SYDNEY VIEWS,
VARIOUS ERRORS, &c., &c., &c.
Catalogues will be issued.
TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 8th June, 1904. [702]

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"SEYDLITZ."

of the NORDDEUTSCHER LLOYD,
having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Limited, Kowloon, whence
delivery may be obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before to A.M.,
TO-DAY.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 14th instant will be
subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on TUESDAY, the 14th instant, at
9.30 A.M.

All Claims must reach us before the 19th
instant, or they will not be recognised.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by the
Undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS & Co.,
Agents.

Hongkong, 8th June, 1904. [703]

NO TOILET REQUISITES
ARE COMPLETE
WITHOUT THESE SOAPS.

PLANTOL FLORAL BOUQUET SOAP,
Guaranteed made from Fruit and Flowers,
and to contain no animal fat. It is
most soothing and refreshing
to

Shipping—Steamers.
OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.
JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.		
FROM	STEAMERS	DUE
GLASGOW AND LIVERPOOL.....	"STENTOR".....	On 8th June.
GLASGOW AND LIVERPOOL.....	"KINTUCK".....	On 12th June.
GLASGOW AND LIVERPOOL.....	"KEEMUN".....	On 25th June.
GLASGOW AND LIVERPOOL.....	"MOYUNE".....	On 1st July.
GLASGOW AND LIVERPOOL.....	"OANFA".....	On 14th July.

S.S. "KINTUCK" left Singapore yesterday, and is due here on 12th inst.

HOMEWARDS.		
FOR	STEAMERS	TO SAIL
GENOA, MARSEILLES & L'POOL.....	"TEENKAI".....	On 15th June.
LONDON & ANTWERP.....	"AGAMENON".....	On 21st June.
LONDON & ANTWERP.....	"YANGTSE".....	On 5th July.
LONDON & ANTWERP.....	"KINTUCK".....	On 19th July.
GENOA, MARSEILLES & L'POOL.....	"KEEMUN".....	On 25th July.
LONDON & ANTWERP.....	"MOYUNE".....	On 2nd August.

TRANS-PACIFIC SERVICE.
FOR STEAMERS TO SAIL
VICTORIA, SEATTLE, TACOMA, and
all PACIFIC COAST PORTS, via
NAGASAKI, KOBE and YOKOHAMA.
S.S. "NINGCHOW," from Pacific Coast, via Japan, is due here on 10th inst.
S.S. "HYSON" is expected to leave Victoria, B.C., for Japan and Hongkong on 10th June.
For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 8th June, 1904.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
CEBU and ILOILO.....	"SUNGKIANG".....	10th June.
SHANGHAI.....	"CHANGHONG".....	11th "
KOBE.....	"CHINGTU".....	16th "
SWATOW, CHEFOO and TIENTSIN.....	"KANSHU".....	20th "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE.....	"CHINGTU".....	5th July.

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
† Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 8th June, 1904.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI.....	2540	R. W. Almond	MANILA (DIRECT).....	SATURDAY, 11th June, at 10 A.M.
ZAFIRO.....	2540	A. Fraser	"	SATURDAY, 18th June, at 10 A.M.
PERLA.....	1980	A. H. Notley	"	"

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 4th June, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail on
"ARAGONIA".....	5,198	Schmidt	June 14th, 1904.
"NICOMEDIA".....	4,370	Wagner	July 14th, "
"ARABIA".....	4,483	Bahle	August 14th, "
"NUMANTIA".....	4,370	"	September 14th, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, General Agent.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week
Days, at 7.30 A.M., on Excursion Sundays,
at 8.30 A.M.; from Macao, Week Days at about
2 P.M. and Sundays about 7.30 P.M.

FARE.—(Week Days) 1st Class (including
cabin and servant), \$3; Return Ticket, \$5.
2nd Class, \$1; 3rd Class, 50 cents.
On Excursion Sundays, 1st, 2nd, 3rd Class
Single Ticket, \$2; Return Ticket, \$3. Return
Ticket including Tiffin and Dinner either on
Board or at Macao Hotel, \$5. On Sundays,
\$5 extra will be charged for each cabin with
accommodations for two or more passengers.
WHARF.—At the Western end of Wing Lok
Street.

The Steamers will leave on EVERY
SUNDAY. It takes only 3 1/2 hours to reach
Macao.
MING ON & CO.,
2nd Floor, No. 10, Victoria Street.
Hongkong, 1st January, 1904.

HONGKONG-CANTON LINE.

THE British Steamship

"YING KING,"

Capt. Wm. Robinson, of 1,088 tons, Registered,
is the newest, fastest, and most luxuriously fur-
nished steamer on the line and is lighted
throughout with Electricity; hot and cold water
service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY,
WEDNESDAY and FRIDAY EVENING,
at 9 P.M. and returning from Canton every
following evening at 5 P.M.

1st Class.....\$3.00 for Single Journey.
2nd ".....1.50
Meals.....1.00 each.

The steamer's wharf is at the Western end
of Wing Lok Street.

YUR ON S.S. CO., LD.,
No. 216, Wing Lok Street.

WENDT & CO.,
Canton Agents.

Hongkong, 16th April, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,
From 1st January, 1904.

ALSO REDUCED FARES TO
MANILA AND RETURN.

STEAMERS fitted throughout with Electric
Light, First Class Accommodation. Un-
rivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 1st February, 1904.

MESSAGERIES CANTONNAISES.

J. TREVOUX & CO.

HONGKONG-CANTON NIGHTLY
SERVICE.

THE Commodious Steamer

"PAUL BEAU,"

Captain Frangeul, leaves Hongkong for Canton
at 9 P.M. on SUNDAYS, TUESDAYS and
THURSDAYS, returning to Hongkong on the
following Days, leaving Canton at 5 P.M., taking
Passengers and Cargo as usual.

The S.S. "CHARLES HARDOUIN,"
Captain Noel, leaves Hongkong on MON-
DAYS, WEDNESDAYS and FRIDAYS, at
the usual hour.

These Two Magnificent and Up-to-Date
Steamers, are lighted with Electricity.

The Saloon is under European Supervision.
First Class European.....\$8.00
Second Class European.....3.00
First Class Chinese.....1.50
Second Class Chinese......80
Deck......30

The Company's Wharf is at the end of Queen
Street, Praya West.

For further Particulars, apply to

J. LANDOLT, Agent,

THE PHARMACY, Queen's Road Central,
Hongkong, 23rd March, 1904.

STEAM TO CANTON.

THE New Twin Screw Steamers

Tons Captain

"KWONG CHOW".....1,309.....J. P. MARTIN.

"KWONG TUNG".....1,238.....H. W. WALKER.

Leave Hongkong for Canton at 8.30 Every
Evening (Saturdays excepted).

Leave Canton for Hongkong about 5 o'clock
Every Evening (Sundays excepted).

These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity.

Passage Fare—Single Journey.....\$4
Meals.....(Each) 1

The Company's Wharf is a Short Distance
West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West,
Hongkong, 17th February, 1904.

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL

(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1904. About

"SATSUMA".....9th June.

"RICHMOND CASTLE".....24th "

"ST. FILLANS".....30th "

"LOWTHER CASTLE".....31st July.

For Freight and further Information, apply
to

DODWELL & CO., LIMITED,
Agents.

Hongkong, 6th June, 1904.

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG,"

Captain F. H. Rolfe, will be despatched as above,
on FRIDAY, the 10th inst., at 4 P.M.

This Steamer has Superior Accommodation
for First Class Passengers, and is fitted through-
out with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 6th June, 1904.

BRITISH INDIA STEAM NAVIGATION

COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"PURNEA,"

Captain F. W. Packham, will be despatched as above,
on SUNDAY, the 12th inst., at Daylight.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
Agents.

Hongkong, 6th June, 1904.

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND

CALCUTTA.

THE Company's Steamship

"LAISANG,"

Captain Tadd, will be despatched as above,
on TUESDAY, 14th inst., at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 6th June, 1904.

Shipping—Steamers.

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship

"GREGORY APCAR,"

Captain J. G. Offlent, will be despatched for the
above Ports, TO-MORROW, the 9th inst., at
3 P.M., instead of as previously advertised.

For Freight or Passage, apply to

DAVID SASSOON & Co., LIMITED.

Agents.

Hongkong, 8th June, 1904.

NAVIGAZIONE GENERALE ITALIANA,

(Florio and Rubattino United Companies).

STEAM FOR

BOMBAY VIA SINGAPORE AND

PENANG.

Having connection with Company's Mail

Steamers to ADEN, SUEZ, PORT SAID,

MESSINA, NAPLES, LEGHORN

and GENOA.

ALSO

VENICE and TRIESTE, all MEDITER-

RANEAN, ADRIATIC, LEVANTINE,

and SOUTH AMERICAN PORTS

up to CALLAO.

Taking Cargo at through Rates to PERSIAN

GULF and BAGDAD, also BARCE-

LONA, VALENZA, ALICANTE,

ALMERIA and MALAGA.

THE Steamship

"CAPRI,"

Captain Belsito, will be despatched as above on

FRIDAY, the 10th inst., at Noon.

At BOMBAY, the Steamer is discharging in

VICTORIA DOCK.

For further Particulars regarding Freight

and Passage, apply to

CARLOWITZ & Co.,
Agents.

Hongkong, 4th June, 1904.

Intimations.

A DELICIOUS BEVERAGE FOR

SUMMER MONTHS.

JUST ARRIVED.

ROSE LIME JUICE CORDIAL and

MONT SERRAT LIME FRUIT JUICE

prepared from West India Limes.

ENTIRELY FREE OF ALCOHOL,

AND ALSO

Various kinds of SYRUPS: LEMON, RASPBERRY,

ROSE, PINEAPPLE, &c., &c., &c.

H. RUTTONJEE,

No. 5, D'Aguiar Street,

or

36 to 38, Elgin Road, Kowloon.

Hongkong, 25th May, 1904.

SAVARESSE'S
SANDAL
CAPSULES
Efficacious because absolutely pure
English. Not made of gelatine.
Full directions. All Chemists.

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN

CONVENT, CAINE ROAD, begs most

respectfully to APPEAL to the Residents of

Hongkong and the Coast Ports, for their kind

patronage and support, and desires to state that

she will be pleased to receive orders for all kinds

of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs

and Collars renewed on old ones.

Ladies and Children's Under-clothing. Can-

den's Dresses, and all kinds of Embroidery.

Materials can be supplied, if required.

The Superioress will also be most grateful

for any PAPER, or old ENVELOPES to be made

into Books for the Children of the Poor Schools,

who are taught by the Sisters.

Hongkong, 23rd April, 1904.

BIG
C
CURES
MEN & WOMEN
Big C is a non-poisonous
remedy for any venereal
discharge and inflammation,
irritation or ulceration of
venereal origin. It is
guaranteed not to irritate.
Prevents contagion.
SOLD BY CHEMISTS.
Circulars mailed on request.
Beware of cheap
imitations.
THE SINGAPORE CHEMICAL CO.
SINGAPORE.

NOTICE.

THE Public are hereby informed that no

change has been made in the Rates of

Subscription to the Hongkong Telegraph and

they are warned against paying more than

TEN CENTS (10 cts.) per Single Copy.

THE MANAGER.

Hongkong Telegraph Co., Ltd.

Hongkong, 23rd September, 1903.

HONGKONG AVERAGE MARKET
PRICES.

Corrected 1st June, 100 cts. per 5 Mts.

BUTCHER MEAT.

Cents.

Beef sirloin & prime cut—Mei Lung Pa 18

" Corned—Ham Ngau Yuk 18

" Roast—Shiu " 18

" Breast—Ngau Lam 13

" Soup, Tong Yuk 14

" Steak—Ngau Yuk Pa 18

" " Serjoin—Ngau Lau 26

" Sausages—Ngau Yuk Chaung 26

Bullock's Brains—" Know..... per set 9

" Tongue fresh—Ngau Li..... each 45

" " Corned—Ham Ngau Li..... 55

" Head—Ngau Tau..... 55

" Heart—Ngau Sum..... 9

" Hump, Salt—Ngau Kin..... 14

" Feet—Ngau Kerk..... each 8

" Kidneys—Ngau Yiu..... 8

" Tail—Ngau Mei..... 16

" Liver—Ngau Con..... 9

" Tripe (undressed)—Ngau To..... 5

Calves' Head and Feet—Ngau-chai- 75

tau-koek..... per set

Mutton Chop—Yeung Pai Kw..... 24

" Leg—Yeung Pei..... 24

" Shoulder—Yeung Shau..... 20

Pigs' Chitlings—Chi cheong..... 16

" Brains—Chi Know..... per set 2

" Feet—Chi Kerk..... 12

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,
HONGKONG.

CABLE ADDRESS:—Telegraph, Hongkong.

THE leading English Newspaper in China
Also widely circulated in Japan, Coochin
China, Ceylon, India and the Far East
generally.

A daily newspaper with weekly edition
published for despatch by the homeward mail
The daily is recommended as more generally
suitable, except for subscribers in Europe or
America.

A special feature is made of full and accurate
reports of local occurrences, and of matters
of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best
medium for advertising in China. It circulates
largely among all classes of the community,
is the largest daily newspaper and has a
wider circulation than any journal in the Far
East.

Special attention given to effectively displaying
advertisements.

The type used as a standard for setting
advertisements is similar to this, unless we are
instructed to display the advertisement, when
any effective style of type will be adopted.
This standard runs exactly eight lines to the
inch, and about eight words to the line.

ADVERTISEMENT RATES.

(per inch.)

One week.....	\$ 2.50
One month.....	7.50
Two months.....	13.00
Three.....	20.00
Six.....	37.50
Twelve.....	73.00

No charge less than one dollar.

Discount allowed on—

3 Months Contracts.....	\$ per cent.
6.....	10
12.....	25

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages:
\$1 each insertion in the Daily and Weekly

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements
can be ascertained from the Manager.

Advertisements for the Daily should reach
the Hongkong Telegraph Office not later than
noon of the day they are intended to appear.

Unless otherwise specified all advertisements
will be repeated and charged for until counter-
manded.

JOBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESSES.

All job printing is done under European
supervision, well turned out, free from errors,
and remarkably cheap at

THE HONGKONG TELEGRAPH
OFFICE.

Estimates given for all classes of work on
Application to

THE MANAGER,

HONGKONG TELEGRAPH CO., LD.

1, Ice House Road,

Hongkong.

Shipping.

Pera, Br. s.s., 4,916, A. L. Valentini, 7th June,
Yokohama 8th June, Gen.—P. & O. S. N. Co.
Satsuma, Br. s.s., 2,600, W. Chubb, 8th June,
Amoy 6th June, Gen.—D. & Co., Ltd.
Taichow, Ger. s.s., 862, H. Albers, 8th June,
—Bangkok 1st June, Rice—M. & Co.
Woonung, Br. s.s., 1,109, M. Dowson, 8th June,
—Shanghai 3rd June, Gen.—B. & S.
Kwanglee, Ch. s.s., 1,540, Lincoln, 8th June,
Canton 7th June, Gen.—C. M. S. N. Co.
Apenrade, Ger. s.s., 611, A. P. Ulderup, 8th
June, —Pakhoi 5th June, and Hoihow 7th,
Gen.—J. & Co.
M. Struve, Ger. s.s., 666, P. Brandt, 8th June,
—Tamsui 5th June, Amoy 6th, and Swatow
7th, Gen.—O. S. K.
Lyemooon, Ger. s.s., 1,738, Th. Lehmann, 8th
June, —Canton 7th June, Gen.—S. & Co.
Foo Shing, Br. s.s., 1,123, T. Arthur, 8th June,
—Canton 7th June, Gen.—J. M. & Co.
Opland, Nor. s.s., 877, Th. W. Schlythe, 8th
June, —Canton 7th June, Coal—M. B. K.
Oscar II, Nor. s.s., 2,000, R. Olsen, 8th June,
—Moji 2nd June, Coal—M. B. K.
Pronto, Ger. s.s., 632, Luppi, 8th June, —Amoy
6th June, Ballast—H. A. L.
Siam, Br. s.s., 992, R. A. Binns, 8th June,
—Shanghai 4th June, Ballast—Geo. McBain
& Co.
Hailan, Fr. s.s., 377, Andersen, 8th June,
—Pakhoi and Hoihow 7th June, Gen.—A. R.
M.
Sachsen, Ger. s.s., 3,119, R. Pesch, 8th June,
—Japan via Shanghai and Foochow 4th June,
Mails and Gen.—M. & Co.

Clearances at the Harbour Office.

Kwongchow, for Canton.
Taichow, for Bangkok.
Kongnam, for West River.
Hailan, for Hoihow.
Satsuma, for Amoy.
Apenrade, for Hoihow.
Woonung, for Canton.
Faehing, for Shanghai.

Departures.

June 8.
Changsha, for Australian Ports.
Triumph, for Coast Ports.
Terrier, for Bangkok.
Hus, for Haiphong.
Johanna, for Hoihow.
Evelyn, for Quong-chow-wan.
Seydlitz, for Shanghai, &c.
Shanxi, for Shanghai.
Ki, for Shanghai.
Hanoi, for Hoihow.
Afghanistan, for Japan.
Nihidala, for Moji.
Tillafjell, for Macassar.
Opland, for Kobe.

Passengers arrived.

Per Taichow, from Bangkok—Mr. Adams.
Per Seydlitz, from Hongkong from Southampton—Messrs. E. A. G. May and H. E. Scats.
From Genoa—Mr. and Mrs. A. Ruhl, Mr. and
Mrs. Gernberg, Miss Sarah Miesome, and Mr.
G. Conillac. From Colombo—Mr. W. Ketch.
From Penang—Mr. D. R. P. Pete. From Singa-
pore—Mr. and Mrs. J. Thomas, Misses J. T.
C. Hawming and E. Freeman, Messrs. J. Rey-
menaus, C. A. Dutok de Wit, R. Reel, J. D.
McKay, J. B. Gibbons, B. K. Daniels and R.
Lonsinger.

Shipping Report.

Str. Satsuma from Amoy.—Fine weather
with moderate E'ly winds.

Str. Stam from Shanghai.—S.W'ly wind
with rain throughout, sighted steam launch
Alexandria bound N. on the 7th inst.

Str. Kwanglee from Shanghai.—Experi-
enced dense fogs up to Turnabout, thence to
port light variable winds and overcast, rainy
weather.

Vessels in Port.

STEAVERS.
Alesia, Ger. s.s., 3,312, F. Sachs, 7th June,
—Hamburg 23rd April, and Singapore 1st
June, Gen.—H. A. L.
Amara, Br. s.s., 1,566, C. J. Mattock, 1st June,
—Koh-chang 26th May, Rice and Flour.
—J. M. & Co.
Andree Rickmers, Ger. s.s., 1,020, H. Köhn,
1st June, —Bangkok 28th May, Rice—
B. & S.
Atholl, Br. s.s., 3,031, Wm. Watt, 3rd June,
—Salina Cruz 30th April, Ballast—C. C. S.
S. Co.
Australian, Br. s.s., 1,784, W. G. McArthur,
7th June, —Sydney 14th May, and Manila
4th June, Gen.—G. L. & Co.
Borneo, Ger. s.s., 2,168, E. Muehle, 30th May,
—Sandakan 26th May, Timber and Gen.—
M. & Co.
Capri, Ital. s.s., 2,717, G. Belsito, 3rd June,
—Bombay 17th May, and Singapore 28th,
Gen.—C. & Co.
Chowfa, Ger. s.s., 1,051, J. Köhler, 4th June,
—Bangkok 25th May, and Swatow 3rd June,
Rice and Gen.—B. & S.
Glenfarg, Br. s.s., 4,360, Holman, 6th June,
—London via Paris and Singapore 30th May,
Gen.—McG. Br. & Gow.
Gregory Apar, Br. s.s., 2,940, J. G. Olfent,
29th May, —Calcutta 14th May, via Penang
and Singapore 27th, Gen.—D. S. & Co.,
Ltd.
Heathburn, Br. s.s., 2,740, H. R. Kettle, 4th
June, —Moji 29th May, Coals—B. & Co.
Hopsang, Br. s.s., 1,419, J. M. Hay, 31st May,
—Nagasaki 26th May, Coal—J. M. & Co.
Indramah, Br. s.s., 3,365, W. E. Craven,
2nd June, —Kobe 1st June, Gen.—
P. & A. S. Co.
Kwanglee, Ch. s.s., 1,540, W. H. Lunt, 7th
June, —Shanghai 4th June, Gen.—C. M. S.
N. Co.
Laisang, Br. s.s., 2,221, E. J. Todd, 6th June,
—Calcutta 21st May, Penang 26th, and Sin-
gapore 31st, Gen.—J. M. & Co.
Mathilde, Ger. s.s., 678, Schlaikier, 1st June,
—Hoihow 4th June, Gen.—and Coal—J. &
Co.
Merceda, Br. s.s., 2,999, G. S. McGregor, 30th
May, —Wellington and New Zealand 7th
May, Coal—Admiralty.
Phu Yen, Fr. s.s., 1,398, Thomas, 6th June,
—Hongay 3rd June, Coal—B. & Co.
Pittsulo, Ger. s.s., 1,267, C. Fuchs, 5th June,
—Bangkok 30th May, Gen.—B. & S.
Rubi, Br. s.s., 1,611, R. W. Almond, 6th June,
—Manila 4th June, Gen.—S. T. & Co.
Simoon, Br. s.s., 3,379, Collins, 1st June,
—Mororan 23rd May, Coals—D. & Co., Ltd.
Sungkiang, Br. s.s., 1,021, J. Robinson, 4th
June, —Manila 1st June, Gen.—B. & S.
Takiang, Br. s.s., 977, W. P. Baker, 7th June,
—Bangkok 31st May, Rice—J. M. & Co.
Tientsin, Br. s.s., 1,247, J. Gibbs, 6th June,
—Karatsu 1st June, Coal—B. & S.
Wosang, Br. s.s., 1,113, H. S. Malkin, 6th June,
—Swatow 5th June, Ballast—J. M. & Co.
Yuenang, Br. s.s., 1,128, P. H. Rolfe, 7th
June, —Manila 4th June, Gen.—J. M. &
Co.

SAILING VESSELS.

Elipse, Br. ship, 2,978, J. McBryde, 10th May,
—New York 10th Dec., 1903, Case Oil—
S. O. Co.
Maria Le, Ital. hq., 1,118, D. Urso, 4th April,
—Freemantle 7th Feb., Sandalwood—
Order.
Odd, Nor. hq., 997, Arnoldsen, 28th May,
—Rungburg 2nd April, Timber—S. T. & Co.
Troncare, Br. hq., 949, A. Hutton, 28th May,
—Freemantle 23rd May, Sandalwood—
Gilman & Co.

Hongkong & Whampoa Dock Returns.

U.S.S. Wisconsin ... at Kowloon Dock.
U.S.S. Barry " " "
U.S.S. Chauncey..... " " "
U.S.S. Decatur " " "
U.S.S. Wilmington... " " "
U.S.S. Pathfinder... " " "
Mathilde " " "
H.G.M.S. Tsingtau... " " "
Hongkong " " "
Hopsang " Cosmopolitan "
Chingwo " " "
Aragonia " Aberdeen "

Steamers Expected.

Vessels	From	Agents	Due
America Maru	Shanghai	P. M. Co.	June 9
Tijpanas	Macassar	C. J. J. L.	June 10
Chingtu	P. Darwin	B. & S.	June 11
Mongolia	Japan	P. M. Co.	June 11
Sardinia	Singapore	P. & O. Co.	June 11
Nankin	Singapore	P. & O. Co.	June 13
Emp. of India	Japan	C. P. R. Co.	June 14
Catherine Apar	Vancouver	D. S. & Co.	June 14
Athenian	Vancouver	C. P. R. Co.	June 28
Nicomedia	Portland	P. & A. Co.	June 30

Ships Passed The Canal.

Onward—29th April—Armand Beht,
Java. 3rd May—Ambria, St. Kilda. 10th
May—Benary, Louther Castle. 14th May—
Neslor, Stentor, Sardinia, Anamba. 17th May—
Cassius, Kennebec, Denbighshire, Mara-
con, Ventimoor, Main. 20th May—Giela. 25th
May—Glenloch, Buena Vista, Yarra. 3rd
June—Laisa. 27th May—Socotra, Keemun, Vega.
1st June—Anapa, Suezia, Stam, Germanicus,
Badenia, Roon, Indrawadi. 4th June—Ton-
kin, Moyuni, Silota. 6th June—Benlarig,
7th June—Radnorshire.

Homeward—3rd May—Albenga, Pak Ling,
14th May—Salate. 27th May—Palawan. 1st
June—Brigavia. 6th June—Telamachus.
Arrivals at Home—3rd May—Glendon,
Peleus, Roanoke, Armand Beht, Silhonia,
Ajax. 4th May—Borneo. 6th May—Pres-
sen. 10th May—Königsberg. 14th May—
Bamberg, Rhiput. 20th May—Hamburg.
25th May—Sambila, Silota, (Aus.) 27th May—
Malacca, Macaoon. 1st June—Idomeneus.
4th June—Abyssinia, Prinz Heinrich, Annam.
7th June—Tydus.

THE WEATHER.

The following report is from Mr. J. I. Plum-
mer, Chief Assistant of the Hongkong Obser-
vatory:—

On the 8th at 11.30 a.m. The barometer
has risen in Western Japan and fallen in the
Yangtze valley; elsewhere the changes are
trivial.

Gradients are very slight on the China Coast
and light variable winds will prevail in the
Formosa Channel. Pressure is still low in the
China Sea and moderate N.E. winds will be
met with in the northern part.

Forecast—Moderate N.E. winds, cloudy,
some rain.

CHINA COAST METEOROLOGICAL REGISTER.

June 7th, 1904, a.m.

Bar.	Th.	Hu.	Wind	Wz.
Vladivostok	7 a.m.	29.76	—	—
Nemuro	6 a.m.	29.66	NW	3
Hakodate	"	29.66	NW	3
Kochi	"	29.63	SE	4
Nagasaki	"	29.75	NW	4
Kagoshima	"	29.72	—	0
Oshima	"	29.76	NW	3
Naha	"	29.81	NW	4
Ishigakijima	"	29.81	—	3
Taihou	5 a.m.	—	—	—
Taichu	"	—	—	—
Tainan	"	—	—	—
Koshun	"	—	—	—
Pescadore	9 a.m.	—	—	—
Weihaicwei	"	29.68	71	85
Gutai	"	29.80	75	86
Shang Penk	"	29.80	75	86
Amoy	6.30 a.m.	29.91	78	91
Swatow	9 a.m.	29.85	80	91
Canton	10 a.m.	29.82	81	82
Hongkong	"	29.82	81	82
Victoria Peak	"	29.82	81	82
Gap Rock	"	29.82	81	82
Macao	"	29.81	82	82
Haiphong	"	29.81	82	82
Manila	"	29.81	82	82
Bacolod	9 a.m.	29.81	82	82
Iloilo	"	29.81	82	82
Cebu	"	29.81	82	82
C. St. James	10 a.m.	29.81	82	82

June 8th, 1904, a.m.

Bar.	Th.	Hu.	Wind	Wz.
Vladivostok	7 a.m.	29.61	—	—
Nemuro	6 a.m.	29.61	N	4
Hakodate	"	29.62	SW	8
Kochi	"	29.63	S	0
Kochi	"	29.72	SW	2
Nagasaki	"	29.83	S	2
Kagoshima	"	29.83	S	2
Oshima	"	29.88	S	2
Naha	"	29.89	NE	2
Ishigakijima	"	29.81	NE	6
Taihou	5 a.m.	—	—	—
Taichu	"	—	—	—
Tainan	"	—	—	—
Koshun	"	—	—	—
Pescadore	9 a.m.	29.85	73	81
Weihaicwei	"	29.85	73	81
Gutai	"	29.85	73	81
Shang Penk	"	29.85	73	81
Amoy	6.30 a.m.	29.92	72	95
Swatow	9 a.m.	29.85	73	81
Canton	10 a.m.	29.85	73	81
Hongkong	"	29.85	73	81
Victoria Peak	"	29.85	73	81
Gap Rock	"	29.85	73	81
Macao	"	29.81	80	82
Haiphong	"	29.81	80	82
Manila	"	29.81	80	82
Bacolod	9 a.m.	29.81	80	82
Iloilo	"	29.81	80	82
Cebu	"	29.81	80	82
C. St. James	10 a.m.	29.81	80	82

June 9th, 1904, a.m.

Barometer	29.84	29.77
Temperature	81	80
Humidity	82	82
Rainfall	1.49	—

Home Office.

A Mail will close for—

Canton—Per Hankow, 9th June, 7.30 A.M.
Kudat and Sandakan—Per Borneo, 9th June,
8 A.M.
Bangkok—Per Reim, 9th June, 9 A.M.
Bangkok—Per Chowfa, 9th June, 11 A.M.
Shanghai, Nagasaki and Kobe—Per Glen-
farg, 9th June, 11 A.M.
Macao—Per Hwangshan, 9th June, 1.15 P.M.
Straits and Calcutta—Per Gregory Apar,
9th June, 2 P.M.
Shanghai—Per Lyemooon, 9th June, 2 P.M.
Ningpo and Shanghai—Per Fongshing, 9th
June, 3 P.M.
Canton—Per Powan, 9th June, 5 P.M.
Nantao—Per Taichun, 9th June, 5 P.M.
Sanbue—Per Hoi Fu, 9th June, 5 P.M.
Macao—Per Wingchai, 9th June, 5 P.M.
Canton—Per Kintan, 10th June, 7.30 A.M.
Singapore, Penang and Bombay—Per Capri,
10th June, 11 A.M.
Macao—Per Hwangshan, 10th June, 1.15 P.M.
Chefoo and Tientsin—Per Wosang, 10th
June, 3 P.M.
Cebu and Iloilo—Per Sungkiang, 10th June,
3 P.M.
Manila—Per Yuenang, 10th June, 3 P.M.
Canton—Per Fatsan, 10th June, 5 P.M.
Nantao—Per Taichun, 10th June, 5 P.M.
Sanbue—Per Hoi Fu, 10th June, 5 P.M.
Macao—Per Wingchai, 10th June, 5 P.M.
Kongmoon, Kumchuk and Samshui—Per
Tak Hing, 10th June, 5 P.M.
Canton—Per Powan, 11th June, 7.30 A.M.
Manila—Per Rubi, 11th June, 9 A.M.
Macao—Per Hwangshan, 11th June, 1.15 P.M.
Shanghai—Per Changchow, 11th June, 3 P.M.
Nantao—Per Taichun, 11th June, 5 P.M.
Sanbue—Per Hoi Fu, 11th June, 5 P.M.
Macao—Per Wingchai, 11th June, 5 P.M.
Amoy, Straits and Rangoon—Per Furnea,
11th June, 5 P.M.
Macao—Per Honam, 12th June, 9 A.M.
Kongmoon, Kumchuk and Samshui—Per
Linton, 12th June, 9 A.M.
Nantao—Per Taichun, 12th June, 9 A.M.
Sanbue—Per Hoi Fu, 12th June, 9 A.M.
Macao—Per Wingchai, 12th June, 9 A.M.
Singapore, Penang and Calcutta—Per Lat-
sang, 14th June, 10 A.M.
Europe, &c. India, via Tuticorin—Per
Australia, 14th June, 11 A.M.
Manila—Per Zafra, 18th June, 9 A.M.
Europe, &c. India, via Tuticorin—Per
Coromandel, 18th June, 11 A.M.
Swatow, Chefoo and Tientsin—Per Kan-
shu, 20th June, 3 P.M.
Shanghai, Nagasaki, Kobe, Yokohama,
Victoria and Vancouver, B.C.—Per Empress
of India, 22nd June, 11 A.M.
Port Darwin, Thursday Island, Cooktown,
Cairns, Townsville, Brisbane, Sydney and
Melbourne—Per Chingtu, 5th July, 3 P.M.
Shanghai, Nagasaki, Kobe, Yokohama,
Victoria and Vancouver, B.C.—Per Empress
of Japan, 13th July, 11 A.M.

VISITORS AT THE HOTELS.

KING EDWARD.
Allen, Maurice
Barrett, H.
Bert, Mr.
Bert, Mrs.
Blas, G.
Boggio, J. E.
Barton, Mr. and Mrs.
Wm. C.
Gibbons, J. B.
Gladkoff, S.
Jameson, J. Watt
Lambert, H. A.
Ough, A. H.
Rose, Mr. & Mrs. T. J.
Shepherd, Bruce
Stephens, Mr. & Mrs.
M. J. D.
Wit, Dudoke
Withington, F. W.

CONNAUGHT.

Bell, Mrs. J.
Burke, F. D.
Canton, Mr.
Canton, Mrs.
Christie, Mr. & Mrs. D.
Cronin, John
Fyfe, Mr. and Mrs. H.
Rakiel, R. M.
Hamilton, Mrs. A.
Helme, E. B.
Howard, E.
Hughes, Mr. and Mrs.
A. and child
Menashih, R.
Newborn, R. H.
Phillips, Mr.
Phillips, Mrs. F.
Reeves, Miss
Webb-Bowen, M.

THOMAS.

Allen, Thomas
Birtan, H. D.
Burdakin, Geo.
Coomb, L. M.
Deniston, G.
Erkine, E. P.
Fremas, O. L.
Hain, Mr. & Mrs. J.
and 2 children
Hill, G. W.
Hiltman, B.
Horne, K.
Hough, Dr.
Lahman, Dr.
Li Wing Shing
Luk Shu Sheng
Malta, J. B. K.
Medemoh, K. M.
Parker, A. C.
Whitley, Mr.
Williams, S.
Young, L. C.

HONGKONG.

Anderson, Mr.
Baggs, J.
Beattie, R. B.
Birbeck, R. J.
Bishop, P.
Bissell, W. S.
Hoagan, Mr. & Mrs. R.
Hoaner, E. A.
Bonnet, Mr. & Mrs. F.
Northwick, Mr. & Mrs.
R. W.
Boyce, W. B.
Brown, John
Clark, W. G.
Colombo, Mr. & Mrs.
Daries, B. K.
Darby, A. I.
Davies, F. O.
Davies, Mrs. J. T.
Deacon, F. B.
Dean, G.
Darbyshire, J. H.
Douglas, Capt. & Mrs. J.
Downing, T. C.
Ellis, F.
Emerson, A.
Fischer, R.
Fisher, H. G.
Freeman, Miss
Furstenberg, Dr.
Glover, C.
Graham, F.
Grant, A. W.
Hall, Capt. T.
Harding, R.
Harrington, L. M.
Hayton, J. T.
Heckford, R. G.
Hooper, Mr. and Mrs.
Hughes, W. Kerfoot

Mails.

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, MEDITERRANEAN AND
BLACK SEA PORTS, LONDON,
HAVRE, BORDEAUX;
ALSO
PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 14th June, 1904,
at 1 P.M., the Company's Steamship
"AUSTRALIEN," Captain Veron, with
Mails, Passengers, Specie and Cargo,
will leave this Port for MARSEILLES, via
Port of Call, WITHOUT TRANSHIP-
MENT.

Cargo and Specie will be registered for London
as well as for Marseilles, and accepted in
transit through Marseilles for the principal
places of Europe.

Shipping Orders will be granted till Noon
only on MONDAY, the 13th June, Specie
and Parcels received until 4 P.M. on the same
day. No Cargo will be received on board on
TUESDAY.

Parcels are not to be sent on board; they
must be left at the Agency's Office. Contents
and Value of Packages are required.

For further Particulars, apply at the Com-
pany's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 1st June, 1904.



THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"COROMANDEL,"

Captain G. M. Montford, R.N.R., carrying His
Majesty's Mails, will be despatched from this
for BOMBAY, on SATURDAY, the 18th June,
at Noon, taking Passengers and Cargo for the
above Ports.

Silk, and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into a steamer
proceeding direct to Marseilles and London;
other Cargo for London, &c., will be conveyed
via Bombay.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 4th June, 1904.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,

VIA
MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
Tremont	9,666	T. W. Garlick	June 28
Lyla	4,417	G. V. Williams	Aug. 4
Shammut	9,666	W. M. Smith	Sept. 1
Tremont	9,666	T. W. Garlick	Oct. 1
Shammut	9,666	W. M. Smith	...

† Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable
steamers for Manila.

Tremont	9,666	T. W. Garlick	Jan. 13
Shammut	9,666	W. M. Smith	Aug. 12

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. *Shammut* and *Tremont*
have just been fitted with very superior accom-
modation for first and second class passengers.
The large size of these vessels ensures steadi-
ness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further Information, apply to

DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 4th June, 1904.

Consignees.

FROM HAMBURG, PENANG AND
SINGAPORE.

THE H. A. L. Steamship

"ALESIA,"

Captain Sachs, having arrived from the
above Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned and to
take immediate delivery of their goods from
alongside.

Optional Cargo will be forwarded unless notice
to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong
and Kowloon Wharf and Godown Co., Limited,
and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 14th instant will be
subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 14th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE.

Hongkong Office.

Hongkong, 7th June, 1904.

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THE PORTLAND AND ASIATIC
STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

S.S. "INDRASAMHA,"

FROM PORTLAND (OR.), YOKOHAMA,
KOBE AND MOJI.

THE above steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for Countersig-
nature and to take immediate delivery of their
goods from alongside.

Cargo impeding the discharge of the vessel
will be landed and stored at Consignees' risk
and expense.

No Fire Insurance will be effected by us in
any case whatever.

ALLAN CAMERON,

General Agent.

Hongkong, 7th June, 1904.

[15]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Company's Steamship

"LAISANG,"

having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods will be delivered from alongside.

Cargo impeding the discharge or remaining
on board after 4 P.M. the 8th instant, will be
landed at Consignees' risk and expense into
Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 6th June, 1904.

[69]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, MIDDLESBRO,
LONDON, AND STRAITS.

THE Steamship

"GLENFARG,"

having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods are being landed at their risk into the
Godowns of the Hongkong and Kowloon
Wharf and Godown Company, Limited, at
Kowloon, where each consignment will be
sorted out mark by mark, and delivery can be
obtained as soon as the Goods are landed.

Goods not cleared by the 13th instant will
be subject to rent.

No Fire Insurance will be effected.
All damaged packages must be left in the
Godowns, and a certificate of damage obtained
from the Godown Company within
ten days after the steamer's arrival, after which
no claims will be recognised.

McGREGOR BROS. & GOW.

Hongkong, 6th June, 1904.

[69]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"BALLAARAT,"

FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by
mark, and delivery can be obtained as soon as
the Goods are landed.

This vessel brings on Cargo—

From London, &c., ex S.S. *Macedonia* and
Palma.

From Calcutta, ex S.S. *Sunda*.

From Persian Gulf, &c., ex B. I. S. N. and
B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless
instructions are given to the contrary before
5 P.M., TO-DAY.

Goods not cleared by the 9th instant, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an
appointed hour.

All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.

No Claims will be admitted after the Goods
have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 1st June, 1904.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & FORTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE MARKET AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	8,000	\$125	\$125	\$10,000,000	\$1,417,366	Div. of £1.10/- and bonus of 10/- @ exchange 1/81 = \$22.994 for half-year ending 31.12.1903.	6 1/2 %	\$86 1/2 sellers
National Bank of China, Limited.....	4,453	£10	£8	\$250,000		\$2 (London 3/6) for 1903		London £66.10/-
Do. (Founders')	750	£1	£1	\$191,973	\$21,668	None	5 1/2 %	\$38 buyers
MARINE INSURANCES.								
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,750,000	\$1,959,926	\$32 for 1902	5 1/2 %	\$345
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$569,143	Nil.	\$4 for year ended 30.4.1903	6 1/2 %	\$60 buyers
North China Insurance Company, Limited	10,000	£15	£5	\$331,342	Tls. 271,589	Final of £1 making £2 for 1902		Tls. 62 1/2 sales
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$324,137	\$86,284	\$12 for 1902	9 1/2 %	\$130
Canton Insurance Office, Limited	10,000	\$250	\$50	\$331,342	\$110,551	\$15 for 1902	7 %	\$245 sellers
FIRE INSURANCES.								
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,308,856	\$371,110	\$22 1/2 for 1902	7 1/2 %	\$310 buyers
China Fire Insurance Company, Limited	20,000	\$100	\$10	\$1,000,000	\$329,047	\$6 dividend & \$1 bonus for 1902	8 1/2 %	\$86 1/2 sales
SHIPPING, TUG AND CARGO BOATS.								
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$250,000	\$41,538	\$14 for second half-year 1903	10 %	\$30 buyers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	\$633,000	£5,380	10/- for 1902	5 %	\$119
China and Manila Steamship Company, Limited.....	30,000	\$50	\$50	\$149,409	Dr. \$63,123	\$5 for 1900		\$26
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$185,000	Nil.	\$3 for year ended 30.6.1903	8 1/2 %	\$36 sellers
"Star" Ferry Company, Limited.....	10,000	\$10	\$10	\$71,855	\$1,287	{ \$1.80 & b. 40 cts. for year ending 30.4.04 } { \$0.90 & b. 20 cts. }	7 1/2 % 5 %	\$32 buyers \$23 1/2 buyers
Straits Steamship Company, Limited	5,000	\$100	\$100	\$400,000	\$33,648	\$5 for 2nd & 4th year making \$13 for 1903	9 1/2 %	\$135 buyers
"Shell" Transport and Trading Company, Limited.....	200,000	£1	£1	\$21,675	£19,555	Interim of 1/- (Coupon No. 4) for 1903	3 1/2 %	25/- sales
Taku Tug and Lighter Company, Limited	30,000	T.Tls. 50	T.Tls. 50	\$130,153	Tls. 865	Final of Tls. 1 making Tls. 2 for 1903	5 1/2 %	Tls. 35
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	\$130,153	Tls. 55,541	Final of { Tls. 2 1/2 making Tls. 4 1/2 } { Tls. 1 1/2 making Tls. 3 1/2 }	9 1/2 % 7 1/2 %	Tls. 48 sellers Tls. 47 sellers
Do. (Preference)	100,000	Tls. 50	Tls. 50	none				
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Final of \$7 making \$12 for 1901		\$16 1/2
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,505	\$3 for 1897		\$9 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,456	Tls. 2 1/2 for year ending 30.9.03	4 1/2 %	Tls. 55 buyers
MINING.								
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	{ Fcs. 251,337 } { Fcs. 1,599,652 }	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903		\$490 ex div.
Raub Australian Gold Mining Company, Limited {	150,000	£1	£1	{ Fcs. 1,599,652 }	Dr. £7,236	No. 12 of 1/-		\$7 sellers
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ Fcs. 1,599,652 }	£6,671	No. 2 of 1/-		Tls. 7 sales
DOCKS, WHARVES & GODOWNS.								
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$8,750	\$425,340	{ \$6 dividend and \$1 bonus for second } half-year 1903	6 1/2 %	\$215
S. C. Farnham, Boyd & Co., Limited	55,700	Tls. 100	Tls. 100	Tls. 850,000	Tls. 43,124	Int. of Tls. 5 for half-year ending 31.10.03	6 1/2 %	Tls. 156
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$1,959,000	\$43,732	\$6 for 2nd half year 1903	4 1/2 %	\$260
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	\$150,000	\$49,936	{ \$10 div. and \$2 1/2 bonus } for 1903	6 1/2 %	\$165 buyers
Do. (Preference)	2,750	\$100	\$100	\$150,000	\$29,926	\$7 dividend	6 1/2 %	\$110
Howarth Erskine, Limited	15,000	\$100	\$100	\$14,000	\$28,015	\$10 div. & \$2 1/2 bonus for 1903	4 1/2 %	\$205 buyers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	30,000	\$50	\$50	\$50,899	\$28,015	Final of \$2 1/2 making \$5 for 1903		\$110
Shanghai and Hongkew Wharf Company	20,000	Tls. 100	Tls. 100	Tls. 487,210	Tls. 22,895	Final of Tls. 6 making Tls. 11 for 1903	7 1/2 %	Tls. 145 sales
Yangtze Wharf and Godown Company, Limited.....	2,500	Tls. 100	Tls. 100	Tls. 6,000	Tls. 1,760	Tls. 18 for 1903	9 1/2 %	Tls. 190 sellers
New Amoy Dock Company, Limited	6,000	\$64	\$64	\$55,500	\$469	\$12 for 1903	4 1/2 %	\$30
LANDS, HOTELS & BUILDING.								
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$500,000	\$51,966	Final of \$6 making \$12 for 1903	7 1/2 %	\$157 1/2 sellers
Shanghai Land Investment Company, Limited	52,000	Tls. 150	Tls. 150	{ Tls. 800,000 } { Tls. 150,000 } { Tls. 17,144 }	Tls. 37,634	Final of Tls. 3 & bonus of Tls. 2 making in all Tls. 8 for 1903	7 1/2 %	Tls. 108 buyers
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 54,626	Tls. 345	Final of Tls. 5 making in all Tls. 9 for 1903	7 %	Tls. 130 sellers
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	none		Interim of Tls. 2		Tls. 55
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$636	\$2.60 for 1903	7 1/2 %	\$364 buyers
Wei-hai-wei Land and Building Company, Limited.....	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None		Tls. 10
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,362	Final of 1.70 making \$3.20 for 1903	5 1/2 %	\$58 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$10,771	\$3,161	\$5 for second half-year 1903	7 1/2 %	\$137 sellers
Astor House Hotel, Limited (Tientsin)	2,000	T.Tls. 50	T.Tls. 50	Tls. 41,000	Tls. 655	Final of Tls. 4 making Tls. 9 for 1903	6 1/2 %	Tls. 150 buyers
Astor House Hotel Company, Limited (Shanghai) ..	30,000	\$25	\$25	Tls. 88,034	Tls. 630	\$2 1/2 for year ended 30.6.03	7 1/2 %	\$35 sales
Hotel des Colonies Company, Limited (Shanghai) ..	9,000	Tls. 25	Tls. 25	Tls. 13,086		Tls. 0.87 for the year ending 31.3.1904	6 1/2 %	Tls. 14 sales
Queen's Hotel (Wei-hai-wei)	9,000	Tls. 25	Tls. 25	none		First year		Tls. 25
Tientsin Hotel, Limited (in liquidation)	600	\$20	\$20	none	\$1,089	\$5 for the year ending 28.2.1903	12 1/2 %	\$40
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Dr. Tls. 2,132	Interim of Tls. 3 1/2		Tls. 50
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$200,607	\$99,177	90 cents for 1903	7 1/2 %	\$12 1/2 sales
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	12 1/2 %	Tls. 30 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 30,998	Tls. 38,034	Interim of 3 % a/c 1898		Tls. 21 buyers
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	15,500	Interim of 4 % a/c 1898 on 6,000 shares		Tls. 33 1/2 sellers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 5,658	Tls. 26,389	4 % for 1897		Tls. 160 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	none	\$11,121	{ Final of 60 cents making \$1 for the } year ending 31.7.03	4 1/2 %	\$14 1/2 sellers
CIGARS AND TOBACCO COS.								
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,820 } { Tls. 25,000 }	Tls. 1,091	Final of Tls. 3 making Tls. 6	10 %	Tls. 60 sales
Alhambra, Limited	10,300	\$200	\$200	\$43,000	\$57	\$25 for year ending 30.6.1900		\$200
Philippine Company, Limited	67,500	\$10	\$10	none		First year		\$10
MISCELLANEOUS.								
Green Island Cement Company, Limited	100,000	\$10	\$10	\$350,000	\$32,115	\$1.50 for 1903		\$20 1/2 sellers
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	60 cents for 1903	8 %	\$10
A. S. Watson & Co., Limited	60,000	\$10	\$10	{ \$250,000 } { \$25,000 }	\$2,883	Final of 50 cents making \$1 for 1903	7 1/2 %	\$13 1/2 sellers
Watkins, Limited	10,000	\$10	\$10	\$4,802	\$1,042	\$1 for 1903		\$7 1/2 buyers
Singapore Dispensary, Limited	600	\$50	\$50	\$6,000	\$800	\$5 for year ended 31.7.1903	13 1/2 %	\$70
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$55,000	\$1,171	80 cents for 1903	8 1/2 %	\$9 1/2 sales
Hongkong Electric Company, Limited	30,000	\$10	\$10	none	\$3,453	{ 90 cents } for year ending 30.4.1903	6 1/2 %	\$14
Hongkong & China Gas Company, Limited	70,000	£10	£10	\$21,815	\$7,387	{ 45 cents } for year ending 30.4.1903	6 %	\$7 1/2 buyers
Shanghai Gas Company, Limited	10,666	Tls. 50	Tls. 50	{ Tls. 100,000 } { Tls. 108,172 }	Tls. 7,548	{ 1st div. and 2 1/2 bonus for 1902 } making Tls. 3 1/2 for 1903	7 1/2 %	Tls. 115 buyers
Shanghai Waterworks Company, Limited	7,200	£20	£20	Tls. 140,000	Tls. 7,369	Final of 37/6 making 52/6 for 1903	8 %	Tls. 380 sales
Tientsin Waterworks Company, Limited	1,000	Tls. 100	Tls. 100	Tls. 15,259	Tls. 607	Final of Tls. 4 making Tls. 16 for 1903	12 1/2 %	T. Tls. 140 sales
Tientsin Native City Waterworks Company, Ltd.	3,041	Tls. 100	Tls. 100	none	Tls. 413	Tls. 2 for half year		T. Tls. 130 sales
Hall & Holtz, Limited	21,000	\$20	\$20	\$186,000	\$1,204	Final of \$1 1/2 making \$3 1/2 for 1903	12 1/2 %	\$28 buyers
Lane, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	none	\$1,582	Final of \$7 making \$12 1/2 for year end. 29.2.04	10 %	\$120 buyers
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$50,000	\$8,395	\$10 for 1903	7 %	\$140
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$70,000	\$5,517	\$3.75 for 1903	7 1/2 %	\$48 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$35,000	\$5,844	Final of \$12 making \$16 for 1903	7 1/2 %	\$270 buyers
Strait Ice Company, Limited	2,000	\$100	\$100	\$45,000	\$4,283	\$7 1/2 for second half year 1903	9 1/2 %	\$260 sales
Hongkong High-Level Tramways Company, Ltd.	1,250	\$10	\$10	\$30,000	\$3,029	\$20 for year ending 30.1.1903	7 1/2 %	\$280 buyers
Dairy Farm Company, Limited	10,000	\$2 1/2	\$6	\$20,000	\$3,029	\$1 1/2 for year ending 31.7.1903	8 1/2 %	\$14 1/2 sales
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$55,500	\$506	\$3 for 1903	8 %	\$37
United Asbestos Eastern Agency, Limited	8,004	£12 1/2	£12 1/2	none	£100	None		\$5 sellers
United Asbestos Oriental Agency, Limited	9,900	£10	£10	\$14,000	\$119	100 cents for year ended 31.5.1903	8 1/2 %	\$104 buyers
Do. (Founders')	100	\$10	\$10	none	\$1,148	Interim of 70 cents	14 1/2 %	\$200 buyers
Hongkong Steam Waterboat Company, Limited	7,500	\$10	\$10	none	\$4,739	None		\$16 1/2 buyers
China Light and Power Company, Limited	15,000	\$10	\$10	none	\$4,739	Interim of 50 cents for 1903	9 1/2 %	\$100
William Powell, Limited	12,000	\$10	\$10	none	\$4,739	Interim of 50 cents for 1903	9 1/2 %	\$100
Maatschappij tot Mijn- Bosch- en Landbouw- exploitatie in Langkat	25,000	Gs. 300	Gs. 100	Tls. 334,669	Tls. 27,187	First quarterly of Tls. 10, paid 19.9.04	13 %	Tls. 307 1/2 buyers
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 30,247	Tls. 5 for 1903	7 %	Tls. 7 1/2 sales
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	none	Tls. 3,268	Final of Tls. 5 making Tls. 10 for 1903	9 %	Tls. 125 sales
Central Stores, Limited	10,000	\$15	\$12	\$20,000	\$1,253	Final of \$1.20 making \$2.70 for 1903	13 1/2 %	\$200 buyers
Do. (Founders')	10,000	\$15	\$12	\$20,000	\$1,253	Final of \$1.20 making \$2.70 for 1903	13 1/2 %	\$200 buyers
L. Mordon, Limited	7,000	Tls. 50	Tls. 50	none	Tls. 3,505	Final of \$1.20 making \$2.70 for 1903	13 1/2 %	\$200 buyers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 1,544	Final of \$1.20 making \$2.70 for 1903	13 1/2 %	Tls. 400 sellers
Lat Brothers, Limited	10,000	\$100	\$100	\$200,000	\$1,544	Final of \$1.20 making \$2.70 for 1903	13 1/2 %	Tls. 65 buyers
Straits Trading Company, Limited	10,000	\$10	\$10	\$650,000	\$1,544	Final of \$1.20 making \$2.70 for 1903	13 1/2 %	\$73 1/2 buyers
Eraser and Neave, Limited	10,000	\$10	\$10	\$650,000	\$1,544	Final of \$1.20 making \$2.70 for 1903	13 1/2 %	\$73 1/2 buyers
Maynard and Company, Limited	10,000	\$10	\$10	\$650,000	\$1,544	Final of \$1.20 making \$2.70 for 1903	13 1/2 %	\$73 1/2 buyers
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	3,000	\$10	\$10	none	\$2,700	Final of \$1.20 making \$2.70 for 1903	13 1/2 %	\$73 1/2 buyers
South China Morning Post, Limited	10,000	\$25	\$25	\$250,000	\$2,700	Final of \$1.20 making \$2.70 for 1903	13 1/2 %	\$73 1/2 buyers